

1945

## The Early History of Grafton

Joseph Franklin Snider  
*West Virginia University*

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THE EARLY HISTORY OF GRAFTON

Thesis

Submitted in Partial Fulfillment of the Requirements  
for the Degree of Master of Arts to the Faculty  
of the Graduate School of West Virginia  
University

by

Joseph Franklin Snider, A.B.

West Virginia University, 1938

Morgantown  
West Virginia  
1945

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The early history of Grafton presents the various factors which contributed to the growth of the town. First to settle in Grafton was William Robinson, 1763, but it was not until 1811 that the first permanent settlement was made by Silas Stewart. Chartered March 15, 1856, Grafton became the terminal of the Baltimore and Ohio and the Northwestern Virginia railroads. By 1861 Grafton was the strategic center of defense of the railroad lines which finally were controlled by the Union troops. The growth and expansion of the Baltimore and Ohio Railroad as well as the Northwestern Virginia and the Grafton-Greenbrier railroads, later both incorporated into the Baltimore and Ohio is related. The problems of Grafton's political life are featured in various categories such as: securing a new charter which terminated during the Civil War, becoming the county seat of Taylor County, building and financing various projects, the temperance struggle, a health program, incorporation of other districts and civilian reforms. The organization of capital and industry and its expansion, the beginning and growth of education, churches and cemeteries are treated in this thesis. Chapters are also devoted to such matters as: calamities, social, cultural and recreational life. Biographical sketches of the outstanding people are included.

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## ACKNOWLEDGMENTS

Acknowledgment is due to Mr. Charles O. King, mayor of Grafton, Mr. Merle Watkins, Miss Julia Latham, and Father M. J. Hannon for their assistance. The author especially wishes to thank Mr. Charles H. Brinkman, from whom he received most of his material. The reference found in the Grafton Sentinel are excerpts from the History of Grafton by Mr. Brinkman.

I wish to thank my mother for her sacrifice in making my education possible. She was left a widow in 1927 and against great odds made it possible for her children to receive an education.

## EARLY GRAFTON

Grafton is located on the Baltimore and Ohio Railroad where the Parkersburg branch joins the main line running to Wheeling and Chicago. It is situated on the Tygart Valley River, and is 100 miles from Parkersburg and a like distance from Wheeling. It is 280 miles from Baltimore.

At the beginning of the nineteenth century, the area now known as Grafton was still a wilderness. Indians roamed the hills and forests hunting for game. The tribes known to have passed through this section were the Hurons, the Eries, and the Delawareans. The early settlers found much evidence of their having been here, such as: arrow-heads, tomahawks, buffalo skeletons, and abandoned camp sites.<sup>1</sup> It may be interesting to note that during his life the great scout Lewis Wetzel, passed through here on his way to visit his sister in what is now Preston County. The older settlers reported that the Indians had a great fear of this man. They called him the "Wind of Death" and kept well out of his way.<sup>2</sup>

Prior to the year 1800 there were but four white settlers. The first was William Robinson, a bachelor, in 1773. He built a small stockade for defense against the Indians, on what was then known as Buffalo Flats, now the old Fair Grounds. Robinson stayed here but a couple years before moving on to the West. Jonathan Nixon, the next settler, did not come until 1789. Little is known of this man except that he lived here a short time in the stockade built by Robinson and then moved westward. In 1790 Ezean Luzadder settled in what is now

1 Brinkman Papers

2 C. B. Allman, The Life and Times of Lewis Wetzel, pps. 204, 206

Grafton proper. He lived but a brief time and is buried in the old Catholic Cemetery. A fourth was John Woodward who settled on the South side hill in 1792. This man married the daughter of "Light Horse Harry Lee", famous Revolutionary War General and father of Robert E. Lee.<sup>3</sup>

The first permanent settlement was made by Silas Stewart in 1811. His land included all of West Side and his cabin was on the site of the service station at the corner of present Yates Avenue and Beech Street. In the year of 1835 Stewart sold his farm to a family named McKelvey, who in turn sold it to Alexander Yates, who came here from Pruntytown in 1847. To this family a son, John M. Yates, was born in 1850 and died in 1852. This is the first birth record in what is now Grafton. As new settlers came in during the construction of the railroad, Yates divided his farm into lots and sold them.<sup>4</sup>

The early history of Grafton is part of the history of the railroad system between Grafton and Wheeling, and between Grafton and Parkersburg. The construction of the Parkersburg branch made the town of Grafton possible and necessary.<sup>5</sup>

As early as 1850, Valley Bridge, the Tetterman of a few years ago, now the first ward of the city of Grafton, began to take form. It was named Valley Bridge from the old covered bridge built at the same time the Northwestern Turnpike was constructed across the county to carry the traffic across the

<sup>3</sup> Brinkman Papers

<sup>4</sup> Grafton Sentinel, September 3, 1929

<sup>5</sup> Ibid.

Tygart Valley River. This old bridge was destroyed by the flood of 1888.<sup>6</sup>

Among the settlers who owned land at the time the construction of the railroad was begun were John W. Blue and William B. Fetterman who owned all the land west of St. John's street and north of Latrobe Street, west to Valley Falls. Moses Luzadder owned all the land east of St. John's Street to the line of John Blue's land east of the Curved Bridge (one mile east of Grafton) and south of Latrobe Street to the ford of the Tygart Valley River. As has already been noted John M. Yates owned all the land on which West Grafton is now built.<sup>7</sup>

With the growth of the new railroad more and more settlers came into Grafton. Soon small businesses began to crop up and the settlement took on the semblance of a town.

Nathan Goodwin built the first house. It was located on the Baltimore and Ohio right of way, just west of the present Bernhold building on Latrobe Street. He later sold this property to Thomas McGraw, who brought a small stock of goods to Grafton on May 1, 1852 and opened the first store. This store was a necessity for the few families then residing in Grafton, as all the people living here were compelled to go to Fetterman over the Northwestern Turnpike to shop. Grafton at that time had no station and all goods had to be unloaded at Fetterman and then hauled to Grafton.

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.



Soon after McGraw established his business, he sent for his former partner, Patrick O'Conner of Moundville. After viewing the high hills covered with rocks, trees and brush, O'Conner sagely remarked; "Shure Thomas, no town can iver be built he-err, the foxes will be after looking out av the windys an yure house widin the year." In less than a year,<sup>8</sup> however, he changed his mind and became one of the pioneers.

In 1853 John Doonan built a small frame building on the railroad right of way and in the basement he opened a store, the second in Grafton. Doonan was active in affairs of the town in the early years. St. John's Street was named in his honor and Elizabeth, now Main, Street was named in honor of his wife.<sup>9</sup>

William Powell built the tavern, known to the older people as the "Powell House", just east of the building of Thomas McGraw. Later, in an annex of this building was established Grafton's first postoffice. April 1, 1854,<sup>10</sup> President Franklin Pierce appointed William Powell postmaster.

Matthias Cassel, an early railroad pioneer, bought property on the north side of Main Street and with his daughter, Mrs. Anna Dunk, opened a bakery and grocery. The old building, constructed by Cassel for this bakery, stands yet today practically the same as when it was first built. It is located between the present Y.M.C.A. and the Boyles building. About

<sup>8</sup> Grafton Sentinel, September 4, 1929

<sup>9</sup> Ibid.

<sup>10</sup> Ibid.

the same time Louis Wittman, Cassel's son-in-law, bought property on the south side of Main Street at the corner of Wehn Alley and opened the first tailor shop.<sup>11</sup>

The first clothing store was started by Augustus Pollack at the southwest corner of Main and St. John streets. Pollack brought the first men's ready-to-wear clothing to Grafton. This building was known to the early settlers as "Pollack's Hall". It was also a well known recreation center. Later this building housed Grafton's first bank.<sup>12</sup>

A small house built by Patrick Conolly in these early years still stands as the last remaining relic on Latrobe Street.

The earliest marriage records registered in the Taylor County Court House go back to the year 1853, when marriages were performed by magistrates. The first recorded marriage was that of William W. Overfield, 26, a merchant, to Rachael Jaco, Age 17, on August 6, 1854.<sup>13</sup> On December 6, 1853 Colonel James K. Smith, the first prosecuting attorney, of Taylor County, married Acsah Mallonee. He was a merchant, magistrate, banker, and the first agent for the Baltimore and Ohio Railroad, when Fetterman was made the terminal of the Piedmont Division.<sup>14</sup> Jeddiah Waldo, who coyly admitted his age to be 81, and thought he had been a widower long enough, persuaded Mary Smoot, a widow of 58, to share his joys and sorrows. He was the oldest groom.<sup>15</sup>

11 Ibid.

12 Ibid.

13 Taylor County, Court Records (Marriages), Vol. I., p. 4

14 Ibid.

15 Ibid.

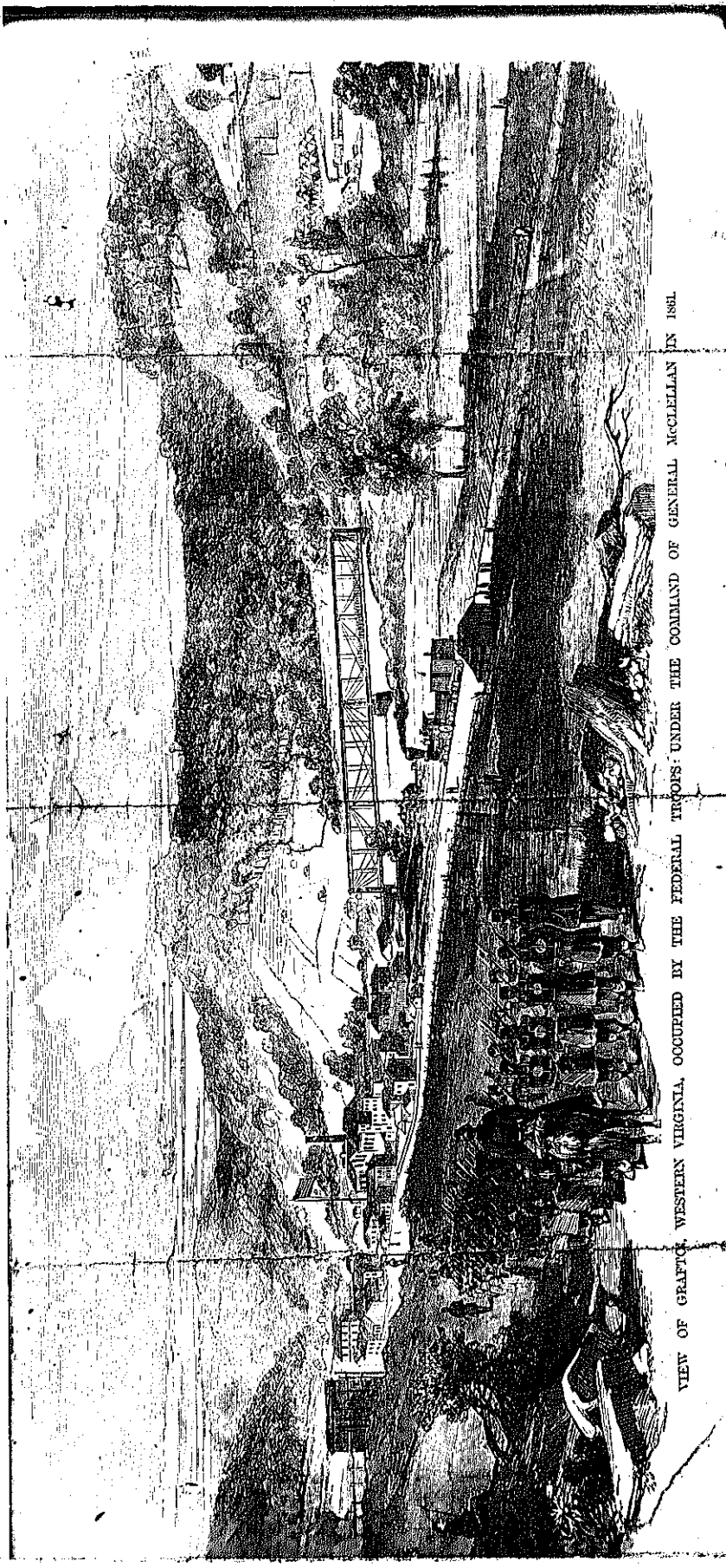
By 1856 the settlers saw the need of a town government and applied to the Virginia General Assembly for a charter. It was granted and became effective March 15, 1856. Alexander Menefee was the first mayor and Ambrose Snively, Thomas McGraw, John Duvan and Harry Compton were named the town<sup>16</sup> trustees.

There are three versions as to how Grafton got its name: First, the town was named for a civil engineer, John Grafton, employed in the construction of the Parkersburg Branch of the Baltimore and Ohio Railroad; Second, because of the junction, made by the Parkersburg and Wheeling Branches at this point was said to "graft-on", which was shortened to Grafton; and<sup>17</sup> Third, the town was named for Grafton, Ireland. The author is inclined to agree with the third version. The majority of the first settlers were Irish, and many letters came from<sup>18</sup> Grafton, Ireland, addressed to the Grafton Irish of Virginia.

<sup>16</sup> Grafton Sentinel, September 5, 1929

<sup>17</sup> Grafton Sentinel, September 11, 1929

<sup>18</sup> A list of the first settlers may be found in Appendix D



VIEW OF GRAFTON, WESTERN VIRGINIA, OCCUPIED BY THE FEDERAL TROOPS: UNDER THE COMMAND OF GENERAL MCCLELLAN IN 1861.

## THE CIVIL WAR

In the year 1860 Abraham Lincoln was elected president of the United States. There were few supporters for Lincoln in Grafton for at that time this section was part of Virginia and resented his election. There were but six votes cast for Lincoln in Grafton. The vote in those days was oral and the people called the name of the candidate for which they wished to vote.<sup>1</sup>

Following the election Governor John Letcher called a meeting of the Virginia General Assembly on January 7, 1861. On January 14, 1861 the assembly authorized a convention to meet. In Richmond on April 17, 1861 this convention adopted an ordinance of secession.<sup>2</sup>

The members of this section fought the resolution bitterly. In a meeting of the people of northwestern Virginia at Clarksburg, John S. Carlisle said, "The secessionists are trying to take Virginia from the Union without the consent of the people." He asked for the appointment of delegates from the northern and western counties to meet in a convention in Wheeling to take such action as they thought best to meet this emergency.<sup>3</sup>

On May 7, 1861 Virginia was admitted as a member of the Confederates States of America<sup>4</sup> but the majority of the citizens of this section were not in sympathy and refused to

1 Grafton Sentinel, September 9, 1929

2 Charles H. Ambler, A History of West Virginia, p. 308

3 Grafton Sentinel, September 9, 1929

4 Ambler, West Virginia, p. 310

answer the call to assemble with the militia. Accordingly<sup>5</sup> when Colonel George A. Porterfield arrived in Grafton he found the Confederate Troops poorly equipped and wrote Colonel R. S. Garnett that the chances for organizing an army there were not good.<sup>6</sup> On May 20, he was joined by two companies from Taylor County under the command of Captain John A. Robinson and George W. Hansbrough, and one company from Clarksburg under the command of Captain William P. Cooper.<sup>7</sup> Led by Colonel Porterfield these companies marched up Main Street and made a demonstration under arms. A number of Loyal Union citizens headed by George R. Latham, armed themselves and prepared to give battle from their homes, roof tops and other points of advantage, when the troops returned down the street. Captain Robinson realized the danger to his men and ordered them to return to Fetterman by the way of the railroad. The Confederates took possession of the railroad and the covered bridge at Fetterman and stopped all trains to search for men and ammunition.<sup>8</sup>

Latham was persistent, however, and appealed to Secretary of War, Simon Cameron, for arms and reinforcements. On May 21, he offered his service to the Federal Government and set about organizing a company of which he was elected Captain; F. B. Cather was first lieutenant; Wilson Lewis was second lieutenant; and Daniel Shields was orderly sergeant. On the night of May 22, Captain Latham ordered Lieutenant Wilson

<sup>5</sup> Grafton Sentinel, September 9, 1929

<sup>6</sup> War of the Rebellion, Official Records, Series I, Vol. II, p. 855

<sup>7</sup> Grafton Sentinel, September 9, 1929

<sup>8</sup> Ibid.

Lewis with a detachment to proceed to Fetterman to inspect the force and position of the enemy. At the point where the tracks of the Baltimore and Ohio Railroad cross the Northwestern Turnpike, Lewis encountered the enemy's pickets. Daniel Knight, George R. Glenn and William Reese were on guard and ordered Lewis to halt. At the order of Lewis, Thorndyke Bailey Brown, a private, fired on Knight and shot him through the ear. Brown was killed by the return volley from Knight's gun. He was the first soldier in the United States Volunteer Service to give his life in the Civil War.<sup>9</sup>

On May 23, Captain Latham was ordered to Wheeling. To avoid the Confederate Forces, encamped at Fetterman, he marched his men overland to Valley Falls and entrained at that point, but when Colonel Porterfield learned of his departure, he moved his forces to occupy the town. This move alarmed the civilians and many fled to the farms in the surrounding country.<sup>10</sup> Two days later Colonel Porterfield directed Colonel William J. Willey to proceed "on the next train" and destroy bridges on the main stem "as far west on the road as possible". Willey succeeded in destroying bridges as far west as Mannington. By May 27 another Confederate party destroyed bridges between Clarksburg and Parkersburg.<sup>11</sup>

At this time Governor Francis H. Pierpoint appealed to President Lincoln for aid in driving the Confederates from northwest Virginia. His appeal was granted by the War Department. The first West Virginians that had been recruited by

<sup>9</sup> Grafton Sentinel, September 9, 1929

<sup>10</sup> Grafton Sentinel, September 10, 1929

<sup>11</sup> Summers, The Baltimore and Ohio in the Civil War, p. 7

Colonel B. F. Kelly at Wheeling and the fourth and sixth Ohio Infantry, commanded by Colonel Ebenezer Dumont were ordered to advance to Grafton. Repairing the railroad bridges as they advanced, these troops arrived on May 30, and on June 1 were joined by the Indiana Volunteers, commanded by General Thomas A. Morris.<sup>12</sup>

As the Union Troops continued to arrive, Colonel Porterfield thought it wise to leave Grafton. Accordingly he retired to Philippi, leaving torn railroad tracks behind him. At this time General George McClellan sent congratulations to Colonel B. F. Kelly for the occupation of Grafton without the loss of a life.<sup>13</sup> An expedition was sent to pursue Porterfield. The plan of attack was by two columns; one on each side of the Tygart Valley River. General Morris sent Kelly around by Knottsville with 1500 men and General Dumont by the Webster Pike with an equal number. These forces planned to reach Philippi at the same time.<sup>14</sup>

On the morning of June 3, in a downpour of rain, the Confederates, about 2000 strong, were surprised. Because the night was so stormy, the pickets had been withdrawn and the surprise was complete. Fifteen of the enemy were killed, a large number of horses, stores, arms and ammunition were taken, and the enemy scattered.

12 Summers, B. and C. in the Civil War, p. 78

13 War of the Rebellion, Official Records, Series I, Vol. II, p. 49

14 War of the Rebellion, Official Records, Series I, Vol. II, pps. 66-67



Colonel Kelly, who led the attack, fell and at first was thought to be mortally wounded. He was brought to Grafton and placed in the Grafton House. His wife and daughter were sent for and they attended him. Though finally able to leave his bed he was crippled for life. When the news of this first inland battle of the Civil War and of the wounding of Colonel Kelly was telegraphed General McClellan, he wrote General Winfield Scott on June 10, 1861, as follows:

Colonel Kelly, who conducted the movement on Philippi with marked ability and zeal, received a severe wound early in the action, which at the time was supposed to be mortal, but I am now happy to say is out of danger. From the moment he received my orders at Wheeling to move on Grafton up to the time he was wounded he has exhibited in an eminent degree the qualities of an efficient commander, and I take this opportunity of renewing my recommendation for his promotion to the rank of brigadier-general in the Virginia Volunteer Militia. 16

After the engagement at Philippi the Confederates were defeated at Laurel Mountain and Cheat Mountain, thus carrying the war from northern Virginia. The burned bridges were rebuilt and broken rails of the Baltimore and Ohio Railroad, westward from Washington, were repaired, giving the government a fast means of transportation for moving troops, supplies and other needs for prosecuting the war.

After the Confederate threat to Grafton had been removed, fortifications were built on Thayer Hill, Bluemont Cemetery and West Side Hill overlooking the town for the

15 Grafton Sentinel, September 10, 1929

16 War of the Rebellion, Official Records, Series I, Vol. II,

p. 65

17 Brinkman Papers

purpose of protecting the railroad. The main Union Army base from the campaign of northern Virginia was located on the site of the old Fair Grounds. In 1862 the United States Government built a base hospital on the southwest corner of Beech and Walnut streets.<sup>18</sup> Here the sick and wounded of the northern Virginia campaign were cared for. The dead, numbering 1253, were buried along Maple Avenue but were later removed to the National Cemetery.<sup>19</sup>

The winter of 1863 was the coldest the oldest inhabitants could recall. It was said that the thermometer registered forty degrees below zero and civilians, ill housed and clothed, experienced untold suffering. With the bread winner at the front, receiving small wages to provide for his family, women and children, at home, had a hard struggle for existence. During the summer months the people still suffered from privations. Lack of man power caused a slump in gardening,<sup>20</sup> consequently stores were depleted of food stuffs.

The termination of the war caused great rejoicing in Grafton. The rejoicing quickly turned to grief, however, when the telegraph wires flashed the news of the assassination of President Lincoln. The people rushed to the railroad station to read the bulletins confirming the news. Many thought that the war would perhaps be renewed because of such a wanton murder. Ministers of different faiths asked their

18 Grafton Sentinel, September 10, 1929

19 Ibid.

20 Brinkman Papers

members to do nothing rash. As the days passed nothing happened and the town settled down to an era of peace and reconstruction.<sup>21</sup>

## RAILROADS

On February 14, 1851 the Virginia General Assembly granted to the Northwestern Virginia Railroad a charter to build a line from Parkersburg to Fetterman to connect with the Baltimore and Ohio, then rapidly approaching completion to that point. A clause in the charter designated the mouth of Three Fork Creek as the junction, and the town of Grafton came into<sup>1</sup> existence.

The Northwestern Virginia Railroad was organized and began construction in 1851. Peter Van Winkle was president; Benjamin Latrobe, chief engineer; and William Burton, general manager. For its uses Drexler and McGee, contractors, constructed a bridge over the Tygart Valley River, the stone shops on the north bank of Three Fork Creek and the frame round house for the care of the eight engines in use on this railroad at that time. So well were the old stone shops built<sup>2</sup> that they stand today without material change.

Work on the Northwestern Virginia railroad bridge, shops and round-house was started in the spring of 1852. The site on which the abutment of the railroad bridge is built, on the south bank of the river, was at that time an island covered with trees. These trees were felled, and the earth taken from the cut beginning at the Beech Street crossing and extending back to the National Cemetery, was used to fill between the island and the<sup>3</sup> mainland. This diverted the water into the channel of today.

<sup>1</sup> Grafton Sentinel, September 3, 1929

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

The Baltimore and Ohio Railroad had applied to the Virginia General Assembly for a franchise to extend its lines through Virginia to the Ohio River, by the way of the Kanawha Valley and river. The General Assembly refused to comply to the petition as far as the geographical location was concern-<sup>4</sup>ed. Consequently the company changed their plans and sought the route over the Allegheny Mountains.

The new route was surveyed and construction was started. Moses Luzadder, who owned all the land that the company needed to enter from the east, made a free gift of this land.<sup>5</sup> The railroad company in return gave Mrs. Luzadder a handsome black silk dress and pattern. On the morning of January 11, 1852, the first construction train bearing men, equipment and camps pushed its way into what was then Grafton Junction. This train was hauled by engine number 54, driven by Harden Arnold,<sup>6</sup> and was in charge of Thomas McGraw.

In two months the railroad had been completed as far as Valley Bridge (now Fetterman), which became the terminal, and the present Fetterman ball park being used for shops and a round house. James Murray was master mechanic; Captain Joseph Harr,<sup>6</sup> superintendent; and Colonel James K. Smith, agent.

By December 24, 1852 the road was completed from the sea-<sup>7</sup>board to Wheeling and the Baltimore and Ohio celebrated the completion on Christmas Day. The company ran a special

4 Ambler, History of West Virginia, p. 240  
 5 Taylor County, Deed Book, #2, p. 185  
 6 Grafton Sentinel, September 3, 1929  
 7 Summers, B. & O. in the Civil War, p. 19

excursion, with officials and their friends on board, to see Rosby Carr drive the last spike connecting the rails at the big stone now called "Rosby's Rock". Charles Heffner engineered this first excursion out of Grafton and George Butler, a resident of Grafton, had charge of the second train. The first train out of Grafton carried a barrel of whisky to the celebration, where the head was knocked in and tin cups furnished the crowd.<sup>8</sup>

There was but one track in the railroad yard at this time. This track paralleled the north bank of Three Fork Creek and the railroad line extended from the creek bank to the property line back of Main Street. The property owners little realized the railroad would ever use all this ground and built up to the railroad property line. This accounts for the lack of street paralleling the railroad.<sup>9</sup>

In 1853 three frame houses were built on the railroad right-of-way back of Main Street for the officials of the Northwestern Virginia Railroad Company. The company also built a boardwalk fronting the railroad. This famous walk, these buildings, and what was known as Railroad Street were removed in 1911, when the Baltimore and Ohio made extensive yard improvements.<sup>10</sup> This same year the Baltimore and Ohio erected two small buildings at the foot of St. John's Street for use as a passenger station. Until this time no trains stopped at Grafton, the terminal being at Fetterman. The

<sup>8</sup> Grafton Sentinel, September 3, 1929

<sup>9</sup> Ibid.

<sup>10</sup> Ibid.

11

first agent at Grafton was George Lowery.

During the next year, 1854, the Northwestern Virginia Railroad completed their shops. All the iron work and castings used in the bridges on the Parkersburg branch were made there and hauled to the right-of-way on wagons. All of the stone used in the piers and abutments for these bridges were taken from a quarry in the east end of town. The officials were Isaac Burton, master mechanic; William Allee, master of maintenance; George Payne, master carpenter; Edward Osborne, master foundryman; and Samuel Todd, blacksmith.

Both of these railroads ceased operations the next year due to the "Panic of 1855". Operations were resumed the next year, however, as times became more prosperous.

On July 1, 1857 the Northwestern Virginia Railroad was completed to Parkersburg thus opening a stretch of virgin territory and giving access to stores of oil, coal and lumber. On May 1, 1858 the new road was purchased by the Baltimore and Ohio Railroad Company for \$1,200,000.

This same year the shops and round house of the Baltimore and Ohio Railroad at Fetterman were totally destroyed by fire. Instead of rebuilding the company transferred their entire equipment to Grafton and made it the Piedmont Division terminal. The small frame half round house, built by the Northwestern Virginia Railroad on the bank of Three Fork

11 Ibid.

12 Grafton Sentinel, September 5, 1929

13 Grafton Sentinel, September 6, 1929

14 Ambler, West Virginia, p. 280

15 Taylor County, Deed Book, No. 6, p. 407

Creek, was razed and the Baltimore and Ohio began the construction of a brick round house to accommodate the larger and heavier locomotives necessary to take care of the growing traffic.<sup>16</sup>

About the same time the Baltimore and Ohio began excavating for a hotel and passenger station on the triangular piece of ground, where the tracks of the Wheeling and Parkersburg divisions join. This work was pushed rapidly and completed late that fall.<sup>17</sup>

June 1, 1857 the Baltimore and Ohio Railroad celebrated the joining of Baltimore with Cincinnati and St. Louis. The first excursion, called the "Jubilee Train", left Baltimore at 6:30 A.M. and was divided at Piedmont for the trip over the Allegheny Mountains. Accompanying the train were William B. Shaw of the New York Herald; Edwin Dill of the Washington Union; William McMasters of the New York News; William D. Wallah of the Washington Star; Edgar Fulton of the Baltimore American; James Brooks of the New York Express; W. H. Topping of the Southern Press; T. D. Sulzer of the Baltimore Patriot; Brantz Mayer of Harpers Weekly; the historian, George Bancroft; Professor Joseph Henry of the Smithsonian Institute; and the French minister, M. Sartiges.<sup>18</sup>

The train was in charge of Prescott Smith. Several members of the press and the French minister asked to be allowed to ride the locomotive up the mountain. Permission was

<sup>16</sup> Grafton Sentinel, September 6, 1929

<sup>17</sup> Ibid.

<sup>18</sup> Ibid.



granted, but a heavy rain spoiled much of the pleasure of the ride. The train was stopped at Trey Run to give guests a view of the magnificent scenery along Cheat River. Coming down into the Tygart Valley, the railroad managers from the east were earnest in their praise of the wonderful and bold enterprise, accomplished by the chief engineer, Benjamin Latrobe.

The train reached Grafton at 9:30 in the evening. The entire population headed by Mayor Alexander Menefee, officials of the company greeted the excursion. Great bonfires were lighted and salvos of artillery announced the arrival of the distinguished guests. They were entertained at the Grafton Hotel, where they spent the night. They left for Parkersburg the next morning at 6:30<sup>19</sup> A.M.

The Baltimore and Ohio began, in 1858 the grading for a railroad yard. Up to this time there was only one track and this was not sufficient to care for the increasing traffic. John M. Thayer of Oakland, Maryland, was given the contract<sup>20</sup> for construction.

The following years brought the Civil War to the nation and to this section. As has been noted in the chapter on the Civil War the Baltimore and Ohio Railroad was the point that each army sought.

During the "Reconstruction Period" traffic increased due to westward expansion. In this period, too, the state began to supply the nation with coal. For these reasons it was

found necessary to replace the old type "camel" engines with a newer and stronger type, the mogul. To house these larger engines the railroad found it necessary to construct a larger round house. The new round house was completed in 1867.

John Adair, agent for the Baltimore and Ohio Railroad, in 1872, asked the town council to appoint a special police officer to guard the emigrant trains from the depredations of the town boys, who gathered along the tracks, and armed with poles struck at and knocked the pipes from the lips of those whose heads protruded from the train windows, and caused other annoyances. Adair agreed on behalf of the company, to pay one half of the officer's salary.

In 1875 the Baltimore and Ohio bought a piece of land between Main and Latrobe streets and built a brick and stone reservoir to furnish an adequate water supply for the yards and shops. Prior thereto, water had been supplied by wooden tubs elevated above the tracks in different parts of the yards. These tubs proved inadequate and made the reservoir necessary.

The men in the transportation department of the railroad, in 1877, having their wages twice reduced by General Manager Thomas Sharps, protested but their protests went unheeded. Those in the passenger service received \$3.75 per day, and those in the freight service, \$3.25. A meeting was called by

- 21 Grafton Sentinel, September 12, 1929  
 22 Grafton Sentinel, September 17, 1929  
 23 Grafton Sentinel, September 19, 1929

the Engineers' Brotherhood and they sent a delegation to Baltimore to lay their grievances before the general manager. He refused their demands and refused even to hear the committee. The Brotherhood then ordered their members to quit work, and the first railroad strike in this country took place. Beginning at the city of Martinsburg the walkout soon spread over the entire system. The men in Grafton left their jobs on Friday, July 10, 1877.<sup>24</sup>

Three cars of dressed beef had been hauled into the local yards just before the men had walked out, and the officials, fearing the loss of this meat, had the cars placed on the old "Y" track just west of the Grafton Hotel. This was in front of the company's ice house, and they had the men employed in the car repair department ice the meat.<sup>25</sup>

On Sunday morning, July 13, the officials called John F. Clayton, Thomas Bailey and John Hussion to deliver these cars to Parkersburg. The old camel shifting engine No. 91 was prepared and coupled to the cars. Hussion, who was ordered to fire the engine on the trip, having heard what would happen to the crew if an attempt to move the cars was made, refused to go. Accordingly another man, who knew nothing about firing those old engines, was hastily pressed into service. When the attempt was made to ascend "Vinegar" hill just west of Webster, the engine stalled for lack of fuel.

When this crew left Grafton, Edward Butts, second in

24 Brinkman Papers

25 Ibid.

command of the strikers, hastily sent word to his chief, Edward Spencer, who was attending the morning service at the Lutheran Church. After being told what was happening in the yards, Spencer rushed to the scene. The morning mail, drawn by engine No. 266, and piloted by Milton Stover, had just pulled into the station. The engine had been uncoupled and backed on the old round house track leading to the bridge across the Tygart Valley River. Without waiting to turn the engine, Spencer called for volunteers and after providing themselves with rope and weapons, they started in pursuit. When they overtook the stalled train they found it deserted. The crew had heard the fast approaching engine and, fearing harm, had sought cover in the dense woods beside the track. Later they made their way to the farm of Jed W. Yates. Clayton and Bailey remained there until the end of the strike. The train was hauled back to Grafton, and, with no men to look after the meat, it spoiled and had to be dumped into the river.

Disorders began, not by the strikers, but by the disorderly element of the town. The railroad officials appealed to the town authorities. The town authorities were powerless with the inadequate force at their command. Moreover, they were in sympathy with the strikers. The officials, thereupon, appealed to the sheriff, who lived in Pruntytown. He had but one deputy and he, too, was thus unable to handle the

situation.

Having exhausted local means of protection, the railroad officials then appealed to Governor Henry M. Matthews who ordered the state troops, stationed at Wheeling, to Grafton to guard the railroad property. As the train approached the town someone placed nearly one hundred signal torpedoes on the rails near the company road department shops. When the engine hauling the troops ran onto these torpedoes, the explosions were deafening. Thinking war had begun between the strikers and the soldiers, the troops hastily sought what shelter they could and returned, when they were assured the danger was over.

The whole population of the town was gathered at the station to see what would develop on the arrival of the soldiers. When the train pulled into the station the crowd hooted and jeered to such an extent that the officials realizing the uselessness of keeping the troops in Grafton, ordered them back to Wheeling.

In desperation, an appeal was made to President Rutherford B. Hayes, who ordered the War Department to send the Fourth United States Artillery, commanded by General W. French, to Grafton. With the coming of the regular army the disorders ceased, and both the company and the strikers settled down to peaceful waiting.

27 Brinkman Papers

28 Ibid.

The strike leaders took possession of Brinkman Hall for their deliberations. After many overtures between the company and the men, the latter went back to work with the promise of an increase in pay to those who had no part in the strike. At first this was refused, but the men responsible for the walk-out, realizing the hopelessness of the situation, prevailed on them to accept the company's terms.

Traffic was resumed early in September on the Piedmont Division. Engineer William (Buck) Williams, Fireman William England, and Conductor George Haslip took out the first train on the Parkersburg Branch. All trains were accompanied by a guard of four soldiers each on the caboose and engine. All members of the crews received \$50 for this first trip.<sup>29</sup>

The coming of the United States Army was an event in the lives of the boys of the town, who soon made friends with the soldiers. When relieved of duty the soldiers accompanied them to the swimming holes and to the woods. The regiment had an excellent band and baseball team that provided a great deal of amusement to the people. There were some excellent voices in the companies quartered in the railroad shops on the creek bank, and they gave nightly concerts in these shops. When night began to fall the whole population of the town gathered on Grafton's famous promenade, "The Boardwalk" to enjoy these nightly musical treats by the soldiers. It was a most pleasant diversion in the lives of the people of that time.

29 Brinkman Papers

30 Grafton Sentinel, September 24, 1929

Refretfully it was learned by the boys and men too that the order from the War Department had come for the regiment to entrain from Fort McHenry.

The Baltimore and Ohio Railroad, in 1880, organized The Association for the Relief of the Employees of the Company in Sickness and Death. This organization afforded the first protection given the employees and their families. Arthur Sinsel of Grafton, was a member of the board of directors.  
31

During the year 1881 mail service was established on local trains between Grafton and Parkersburg and Charles Ebert was appointed clerk on this run.  
32

The people of Grafton, who were interested in the construction of a railroad between Grafton and Philippi, called a mass meeting in the court house, September 9, 1882. Colonel LeRoy Cofran, presiding officer, stated the object of the meeting was to consider ways and means to construct a line of railroad to connect Grafton with the town of Philippi and the back country whose resources in mineral and timber wealth were boundless and would mean much for the business interest of Grafton.

Short talks were given by Hon. Thomas Bradford and Samuel V. Woods of Philippi and by Hon. B. F. Martin, John W. Mason and L. S. Johnson of Grafton, who strongly advocated the construction of the road. Subscriptions were asked and the sum

31 Grafton Sentinel, September 25, 1929

32 Grafton Sentinel, September 26, 1929

of \$4,500 was pledged in this meeting. John W. Mason, LeRoy Cofran and Samuel V. Woods were appointed a committee to solicit subscriptions and canvass the town.

The committee reported great success with their sales. Putting this with the amount raised in Barbour County, plus a block of \$40,000 of the stock placed in New York City, the promoters organized by electing Hon. B. F. Martin, president; and George M. Whitescarver, general manager. <sup>33</sup>

A charter in the name of the Grafton and Greenbrier rail-  
road was granted. <sup>34</sup> The company then asked for bids for the grading and construction of the road bed. George G. Foster and Son, being the lowest bidder, was given the contract for the first eight miles at a price of \$10,000 per mile beginning at the mouth of Three Fork Creek, in the corporate limits of Grafton. Foster assembled his force of workmen here and started construction. They first razed the old block house built by the United States Government during the Civil War as a fort. This block house occupied the point of land where the Three Fork Creek and the Tygart Valley River meet and had been used by the people of West Grafton as a jail since the war. At the same time they tore down the old wire bridge, the approach to the block house, to erect a temporary trestle across the stream. By November 23, 1883, seventeen miles of track had been laid. With no more delay the company hoped to have

33 Brinkman Papers

34 Taylor County, Deed Book, No. 16, p. 98



trains running into Philippi by Christmas. The company also completed the railroad bridge across Three Fork Creek and added sidewalks for the accommodation of the people living in South Grafton.

The first train out on this railroad was sent from Grafton February 4, 1884. It was manned by William Graham, engineer; Bernard Wilmoth, fireman; Captain James Flanagan, conductor; and Charles M. Bishop, brakeman. The train carried President B. F. Martin, General George W. Brown, John W. Mason, Dr. A. H. Thayer, Charles F. W. Kunst, Dr. Scott A. Harter, General Manager George W. Whitescarver and Henry L. Grant, agent. Colonel B. F. Kelly, who led the first land battle of the Civil War in Philippi, June 3, 1863, with the second Mrs. Kelly, were the guests of honor. In inviting Colonel Kelly for this event, President Martin wrote: "The presence of yourself and good wife will add greatly to our pleasure. The spot where we celebrate our opening is historic ground to yourself and many others. The gathering storm of more than twenty years is lost in the hallowed sunshine of peace. The dark clouds and thunderstorms have passed, swords are beaten into plow shares and pruning hocks." At Philippi, President Martin said in introducing Colonel Kelly: "The triumphs of peace are greater than the triumphs of war: I have a greater captive today than Colonel Kelly had when I was his captive that rainy summer night nearly a quarter of a century past."

This same year William M. Clements, general manager of the Baltimore and Ohio Railroad, resigned and accepted the presidency of the Grafton and Greenbrier Railroad, and a mail service was established on it. Prior to that time all mail for points in Barbour and Randolph Counties had been sent to Webster, thence by stage or rider.<sup>37</sup>

During the depression of 1893 Wall Street foreclosed on the Grafton and Greenbrier Railroad and July 27, 1893, August Faure redeemed the stock and thereby obtained the ownership. He then formed a corporation known as the Grafton and Belington Railroad Company.<sup>38</sup> Following the depression the road was kept in operation until 1912 when the financial situation of the company bordered upon general bankruptcy. This factor gave no other alternative than to sell or fail to redeem the stock. The company chose the former and the Grafton and Belington Railroad Company was, November 20, 1912, incorporated into the Baltimore and Ohio Railroad Company.<sup>39</sup>

The first passenger train out of Grafton over the newly opened Fairmont, Morgantown, and Pittsburgh Branch left the Baltimore and Ohio Station here April 14, 1886.<sup>40</sup> John T. McGraw, attorney for the Baltimore and Ohio Railroad, asked permission of the city council, April 14, 1889, to build an iron bridge from Latrobe Street across Burn's Alley, to the passenger station and also asked the city council to condemn

37 Grafton Sentinel, October 5, 1929

38 Taylor County, Deed Book, No. 26, p. 106

39 Taylor County, Deed Book, No. 51, p. 454

40 Grafton Sentinel, October 8, 1929

41

Burn's Alley for this purpose. The request was granted and a contract was made, in which the Baltimore and Ohio Railroad agreed to allow pedestrians to use this bridge which was completed the following year, 1890.

42

Sunday morning August 3, 1890, the railroad bridge spanning the Tygart Valley River collapsed under the strain of a derailed freight car of a train enroute to Parkersburg. The first part of the train and engine had reached West Grafton where a car in the middle of the train left the rails and tore out the middle support on the west side of the bridge. Escaping oil from a tanker soon spread over the surface of the water and someone wanting to see what would happen threw a lighted broom from the new bridge down on the floating mass of oil. Only heroic efforts of the residents and train crews saved the buildings along the entire river front.

43

The Baltimore and Ohio Railroad came to the rescue with all their bridge forces from three divisions. They built a temporary structure across the river and under the supervision of Robert L. Heflin had trains crossing it within thirty-six hours after the accident. While this work was in progress all passengers, mail and express, as well as perishable merchandise was transferred over the new county bridge. Had this bridge not been opened a short time before, the company would have been compelled to abandon all trains on the Parkersburg

41 Grafton Sentinel, October 14, 1929

42 Taylor County, Deed Book, No. 25, p. 293

43 Grafton Sentinel, October 14, 1929

44  
Branch.

A freak accident happened on the evening of July 8, 1909. A well filled passenger train coming into the Grafton yards from Wheeling, left the rails and jolted along the ties for a distance of three to four hundred feet and, striking the switch, jumped back on the track again. The passengers were shaken and jostled about in a frightful manner but no one was seriously injured.

The land agent for the Baltimore and Ohio Railroad in 1910 petitioned the city council to abandon that part of Luzadder Street between Main Street and the company line for the purpose of building a new passenger station. All members of the council approved and the work was begun early in 1911, under the supervision of Edward North, for J. J. Walsh and Son of Baltimore. The new station was officially opened to the public on August 11, 1911, when a large celebration was held in honor of the event. Grafton is proud of its passenger station yet, for it is one of the finest in the state.<sup>45</sup>

In 1910 the railroad began extensive yard improvements. The officials of the company asked the city council to abandon Means Crossing in the east end of town, saying that it was the intention of the company to purchase all of the property on the north bank of Three Fork Creek and to convert it into yard room. A council committee reported as follows:

44 Ibid.

45 Grafton Sentinel, November 13, 1929

To the common council of the city of Grafton: Your committee appointed to confer with the Baltimore and Ohio agents, and the County Court respectfully recommend that the city make the following proposition to the Baltimore and Ohio Railroad Company: that is to say; the city will abandon Means Crossing in consideration that the Baltimore and Ohio Railroad Company build and maintain over its tracks at Bridge Street, a bridge wide enough for two wagon roads, and a six foot walk on one side, and to donate to the city the sum of \$16,000 to complete the bridge to the north side of Garrett Street in South Grafton, and to maintain the upkeep of the span across the tracks forever, and to save the city harmless from any damage caused by the erection of the bridge. 46

J. T. Wilson, division engineer for the railroad, accepted the council's terms for and on behalf of the company, relative to the erection of the overhead bridge at Bridge Street, in consideration to the abandonment of Mean's Crossing. The Baltimore and Ohio gave the contract for the new yard improvements to Charles A. Sims and Company of Philadelphia. They began work in 1911 with a large force of steam shovels and other modern equipment. The shovels attacked the hillsides out in the east end, changed the course of Three Fork Creek pushing the channel over against the south bank, filled the old channel, and widened out the ground to accommodate about twenty tracks where two had been. Railroad Street and the "Boardwalk", Grafton's famous promenade of the early days, was removed for trackage room. The overhead bridge at Bridge Street was erected and also a new railroad bridge across Three Fork Creek, to divert the east bound trains from the Grafton and Belington Branch without hauling them out on the Wheeling Division.<sup>47</sup>

46 Brinkman Papers

47 Ibid.

A story was told of an Irish man who stopped in his travels to watch the operation of one of the giant steam shovels that lifted and deposited one square yard of earth in a waiting train of cars in one operation. Having gazed spellbound for a time at the enormous power of the shovel, he was heard to remark: "Be-gorra! ye can do more worruck than siventy Irishmen, but ye can't vote the Dimocrat ticket."

## POLITICAL HISTORY

Grafton, with a population of 456, was first incorporated by an act of the Virginia General Assembly March 15, 1856.<sup>1</sup> The charter was, however, allowed to lapse during the Civil War and in February 1866 the town applied to the West Virginia Legislature for another charter. Charles Newlon, member of the legislature from Taylor County, had the act passed and at the same time revised and amended the charter. The railroads fought the renewal, for during the four years it was inoperative no corporation tax had been assessed against its property.<sup>2</sup>

In 1870 the part of Grafton now known as South Grafton was surveyed and added to the town. The maps were delivered to the office of the mayor on April 30, 1870.<sup>3</sup>

At a meeting of the residents of Grafton in the basement of the Presbyterian Church, April 14, 1871, the propriety of moving the county seat from Pruntytown to Grafton was discussed and a sum of \$5,000 was pledged toward defraying the expenses of such a removal, should the people of the county approve it. The mayor named the following committee: A. D. Casteel, Dr. A. H. Thayer, and John Bosley to confer with the county supervisors regarding a special election for that purpose. This proposition had to be submitted to the legislature for approval, which was granted April 7, 1873 and stipulated

<sup>1</sup> Grafton Sentinel, September 12, 1929

<sup>2</sup> Ibid

<sup>3</sup> Grafton Sentinel, September 13, 1929

that this proposition should be ratified by the people of Taylor County at the next regular election.<sup>4</sup>

The reasons for this request and its approval by the legislature were obvious. Since the formation of Taylor County in 1844, the county seat had been Pruntytown, the largest town in the county and accessible to the more thickly populated part of the county by the daily stage coaches over the Northwestern Turnpike which used the place as a terminal. But with the coming of the railroad, travel by stage coach ceased completely, as the railroad offered cheaper, easier and more rapid means of transportation. This left Pruntytown isolated and accessible only by horse and wagon, which entailed loss of time and discomfort to the people having business with the courts.

Because of this changed condition the court in July 1878 called an election to consider the removal of the county seat from Pruntytown to Grafton.<sup>5</sup> The following notice to the voters was posted:

**TO ALL WHOM IT MAY CONCERN;**

Take notice, that on the first day of the July term of the County Court of Taylor County, in the State of West Virginia, for the year 1878, a petition in conformity with the provisions of Section 29 of Chapter 39 of the Code of West Virginia as amended and enacted by Chapter 114 of the Acts of the Legislature of West Virginia entitled "An Act Amending and Re-enacting certain Sections of Chapter Thirty-nine of the Code Concerning Boards of Supervisors so as to Confer Upon County Courts or other Tribunals the Administrations of County Affairs," approved April

<sup>4</sup> Grafton Sentinel, September 14, 1929

<sup>5</sup> Brinkman Papers



7, 1875 will be presented to the said Court asking that the county seat of said County of Taylor may be relocated and placed at the town of Grafton in said county, and that the said Court will order at the next regular election held thereafter in the said county for county officers, a vote shall be taken between the said town of Grafton and the existing county seat (now located at Pruntytown in said county) as provided by the said section 29 of Chapter 39 of the Code of West Virginia herein before referred to. Given this 11th day of June 1878.

S. A. Harter,	R. M. Hanshaw,	Isaac Evans,
Moses Kincaid,	Geoff J. Fleming,	S. P. McCormick,
J. H. Smallwood,	John F. Clayton,	C. Core,
N. H. Means,	John Miller,	Geo. Brinkman,
G. E. Jarvis,	Martin Miller,	Henry Lauthke,
T. A. Reed,	N. H. Poe,	M. D. Bainbridge,
	John Doonan,	Andrew Shroyer.

6

At this election the people of the eastern and southern ends of the county voted almost unanimously in favor of removal, but those in the western end fought it bitterly. In spite of this opposition the voters decided in favor of removal by a large majority. The following day all books, records, papers and other properties belonging to the court were brought to Grafton in wagons, and Brinkman Hall was placed at the disposal of the court. The first court held in Grafton was there, Judge Charles E. Lewis presiding. Hugh Evans was the sheriff; John S. S. Herr, clerk; and Samuel P. McCormick, prosecuting attorney.

The court passed an order for the purchase of a lot between Main and Latrobe streets, belonging to Mary Boland, for the site of a court house. Bids were asked for specifications made by Architect Warne of Parkersburg. The contract

6 Taken from an original notice obtained from Charles Brinkman

was given to James Davidson, also of Parkersburg, who pushed  
the work to completion.<sup>7</sup>

In 1871 the town corporation lines were extended to include that portion on top of the hill lying south of the Northwestern Turnpike. On September 30, 1872, the town was divided into wards by the town council. That part lying west of St. John's Street and north of Three Fork Creek was designated the First ward; that portion lying east of St. John's Street and north of Three Fork Creek the Second ward; while that portion lying south of Three Fork Creek was the  
<sup>8</sup>Third ward.

At a meeting of the people, September 21, 1884, ways and  
means of securing a Grafton Park were discussed.<sup>9</sup> The site was located on the Tygart Valley River about one mile above the town, which the opening of the Grafton and Greenbrier Railroad had made accessible and was thought to be an ideal spot. It was not, however, until 1911 that Grafton was able to purchase this land and open the park to the public. The  
<sup>10</sup>purchase price was \$1,575.

The Australian ballot was used for the first time in Grafton in the election of March 21, 1892, when the town was  
<sup>11</sup>divided into polling places, one in each ward. There was much dissatisfaction with the new ballot law, and the next year the people resumed their old method of voting until they

<sup>7</sup> Grafton Sentinel, September 25, 1929

<sup>8</sup> Brinkman Papers

<sup>9</sup> City Records(1884), Petitions; p. 70

<sup>10</sup> City Records, Vol. 17, p. 10

<sup>11</sup> City Records, March 21, 1892, p. 429

could become better acquainted with the new system.<sup>12</sup>

West Grafton and its charter were abolished March 8,<sup>13</sup> 1897 and the former became a part of Grafton. Until this time West Grafton was a separate town and had its own mayor and council. It was first incorporated in 1874, with John Adair<sup>14</sup> as the first mayor. The main reason for West Grafton joining Grafton proper was the wish of residents of the former to enjoy the improvements, such as municipal water system and paved streets, that the larger town had to offer.

Six years later, 1903, Fetterman was also added to Grafton and turned over its records, money and tax bills in accordance with an act passed by the legislature called "The Greater Grafton Bill".<sup>15 & 16</sup> Fetterman, a stage coach terminal, first named Valley Bridge grew around the old covered bridge on the Northwestern Turnpike and was named by the railroad officials in honor of Sarah B. Fetterman, a prominent woman and large land owner. The petition for a town charter was passed by the Virginia General Assembly, February 26, 1859. Government of the town was by mayor and council with Robert McConkey as the first mayor. Grafton was redistricted on April 2, 1899 to include West Grafton and again in 1907<sup>17</sup> to include Fetterman. In this last division the present five wards were formed.

12 City Records, March 21, 1893, p. 473

13 City Records, Vol. 4, p. 356

14 See Appendix A. for a complete list of West Grafton's mayors.

15 Grafton Sentinel, October 31, 1929

16 City Records, Vol. 5, p. 347

17 City Records(1881), p. 154

## BRIDGES

Grafton has often been called "the City of Bridges". The fact that two wards of the town are cut off from each other and the town by Tygart Valley River and Three Fork Creek made the building of these bridges not only a convenience but a necessity. Then too, bridges were built over the railroad tracks to give greater safety to traffic and to allow the trains to proceed unhampered.

Prior to the year 1881 a wire bridge (built in 1852) over Three Fork Creek, just west of the Round House, was the only bridge in Grafton. On April 16, of that year Mayor Cochran called the attention of the Town Council to the unsafe condition of this old bridge and to the dangerous approach to it over the railroad tracks.<sup>18</sup> A committee of three was appointed to confer with the Baltimore and Ohio Railroad officials in regard to the construction of an overhead bridge at this point.<sup>19</sup> This committee reported the perfect willingness of the Baltimore and Ohio to construct such a bridge across the tracks, provided the town would erect a span across the waters of Three Fork Creek. This bridge was completed the following year and served until the yard improvements were made in 1910.<sup>20</sup>

In the early years the only means of communication between Grafton and West Grafton was across the railroad

18 City Records, Vol. 5, pps. 1-19

19 City Records(1881), p. 188

20 City Records(1882), p. 200

bridge. Teams and wagons forded the river below this bridge. During the high water period this forrage was dangerous for both the men and the animals. At an order of the County Court (1889) a steel bridge was built over the railroad tracks and river to eliminate the dangerous crossing. It was opened to traffic on February 22, 1890. This bridge was condemned in 1914 and the present concrete bridge was built and opened December 24, 1915.<sup>21</sup>

By 1909 there was still no means of communication between West Grafton and South Grafton. All traffic had to come over the steel bridge to the main part of town, then across the overhead bridge to South Grafton. In view of the needs of better communication, Mayor James Love appointed Councilmen Wilkenson, Redinger, and Luzadder to confer with the County Court relative to the proposed new bridge to be erected between Walnut Street on West Side and Grand Street on South Side. Arrangements were made for the construction and the bridge was completed December 31, 1911.<sup>22</sup>

#### STREETS

About 1853 Main Street began to take on the semblance of a street. It was then called Elizabeth Street for Elizabeth Doonan, wife of John Doonan, a merchant and leader of the town in the early days. The name was changed to Main Street in 1871.

The first streets were merely dirt roads full of deep

<sup>21</sup> Brinkman Papers  
<sup>22</sup> City Records(1911), p. 138

ruts made by wagon wheels. During the summer months residents were choked with dust caused by passing teams and wagons. In winter, when the snow and rain came, the mud was churned by traffic so that a wagon wheel would sink to the hub. Pigs and chickens ran wild over these streets and garbage was strewn everywhere. Boardwalks were in use at that time, but the people had no way of crossing the streets without going knee-deep in mud. It was not until 1872 that stepping stones were laid at several places.<sup>23</sup>

On April 18, 1874 the town council advertised for bids for \$20,000 for street improvements. The town was to issue bonds in the denomination of \$1,000, \$500 and \$100, bearing nine percent interest and payable in twenty-two years.

Elizabeth Texter bid for \$15,000 worth of these bonds.<sup>24</sup>

Leonard Mallonee was appointed superintendent of the street improvement and the salary and pay for this work was fixed; for laborers, \$1.40 per day; foreman \$1.50 per day; Superintendent of construction, \$60 per month; cart and driver, \$2.50 per day; water boys, \$.50 per day. Bids for construction were to be advertised in the Grafton Sentinel and the work, if possible, given to the residents of Grafton.<sup>25</sup>

The first contract was given to Betts and Company. This company's work proved unsatisfactory, however, and the contract was cancelled. Fredrick Blume, track foreman of the Baltimore and Ohio Railroad, was employed to take charge of

<sup>23</sup> Grafton Sentinel, September 16, 1929

<sup>24</sup> Grafton Sentinel, September 12, 1929

<sup>25</sup> Grafton Sentinel, September 10, 1929

the paving work. Under him the work was pushed rapidly and before bad weather the people of Grafton were out of the mud on Main Street. This was rough paving but much better than plowing through the mud.<sup>26</sup>

Curb was placed on Latrobe Street as far down as Shaw's Corner at the same time as the paving of Main Street, but it was not until October 31, 1887 that the paving of Latrobe Street was brought before the people of the town. The greatest part of the hauling to and from the freight depot, was along this narrow street. The people owning property here caused the council much trouble by not signing for their share of the improvement. After much delay they were induced to sign, and a committee was sent to Wheeling to examine paving bricks. This committee reported that style of paving was much superior to stone. March 18, 1890 this street was extended to join with the new Beech Street bridge.<sup>27</sup>

On February 19, 1896 the town council passed an ordinance to bond the town for the sum of \$1,500 for curbing, \$3,500 for a system of sewage and \$50,000 for street improvements, the question to be submitted to the people at the March election.<sup>28</sup> This proposition was passed and the town authorized the street committee to advertise for bids for curbing,<sup>29</sup> sewage and the paving in the local and nearby newspapers.

<sup>26</sup> Ibid.

<sup>27</sup> City Records(1890), p. 340

<sup>28</sup> City Records(1896), pps. 266-267

<sup>29</sup> City Records(1896), pps. 272-273

Thomas Malony and J. E. Malony were awarded the contract  
<sup>30</sup>  
 for the sewage system and the paving. Work was begun and  
 the sidewalks were piled high with brick and tile. These  
 contractors abandoned their contract, and Cornelius Kennedy  
<sup>31</sup>  
 was employed to take over the unfinished work.

The next year, September 30, 1897, the Yates plot in  
 West Grafton was surveyed and laid off into lots, and the  
<sup>32</sup>  
 town ordered the streets graded. Beech was the first to be  
 paved in the section from the new bridge to the tracks of  
 the Baltimore and Ohio Railroad. Once started the paving,  
 curbing and sewage system proceeded rapidly in all parts of  
 town, and in 1903 the mayor issued a proclamation pertaining  
 to the issue of bonds for \$90,000 for various street paving  
<sup>33</sup>  
 and sewage. The people of South Grafton petitioned the  
 council to have Barrett Street out along the side of Thayer  
 Hill to connect with High Street on that side. They cited  
 the fact that when the floods covered Front Street, the people  
 living east of the bridge were cut off from town. John M.  
 Keane was given the contract to open this street. To com-  
 plete it a strip of land was, in December, purchased from the  
<sup>34</sup>  
 George Miller heirs.

The old Texter Bonds, numbers 1 to 30, were destroyed in  
 the presence of the city collector (January 9, 1909). These

- 30 City Records(1896), p. 299
- 31 City Records(1896), p. 304
- 32 City Records(1897), p. 425
- 33 City Records(1903), p. 356
- 34 Brinkman Papers



bonds were for the sum of \$15,000 and were used to cobble  
 Main Street in 1874. <sup>35</sup> As is evident the town grew rapidly in  
 these years. Most of the important streets of the town were  
 paved and sewers were laid. Many of the old streets were  
 renamed. Here are a few of the changes:

Elizabeth to Main Street;

Clara to Dewey Avenue (West Grafton);

Pleasant Alley to Boyd Street;

Fetterman Avenue to West Main Street;

Marple Street to Thayer Street. 36

#### STREET LIGHTS

As early as 1871 residents of Grafton realized the need  
 for artificial street lights, and Samuel Albright, proprietor  
 of the Grafton Gas Works, signed a contract with the town to  
 furnish gas for that purpose at eight cents per lamp per  
 night. He erected seven cast iron lamp posts, one at Comp-  
 ton's corner, one at Cassell's corner, one at the point where  
 Main and Latrobe streets meet, one opposite Casteel's store,  
 one at Dr. Kennedy's corner, one at Jennings' corner, and an-  
 other at Burn's Alley. It was not until several years later  
 that natural gas was used. <sup>37</sup>

In 1874 the residents petitioned the council to have the  
 street lights placed on the nearest corner to all the churches.  
 This request was granted. Until 1876 the lights were turned

35 Brinkman Papers

36 Brinkman Papers

37 Ibid

off at curfew, but in this year the council ordered the sergeant to allow the gas lamps at Dr. Thayer's corner and at the junction of Main and Latrobe streets to burn all night.

H. A. Sands of Wheeling, representative of an electric light company, came before the council and explained the manner and probable cost of building and maintaining a municipally owned electric lighting plant. The council, February 12, 1897, passed an ordinance authorizing the town to erect, equip, maintain and own an electric light plant. This question was submitted to the people and passed at the municipal election held March 15. This system replaced the old gas lamps, and as new wards were incorporated the street lighting was extended.

#### TRANSPORTATION

The town council, August 19, 1901, granted E. M. Wilkins a franchise to build and maintain an electric street railway on the streets of Grafton and stipulated that he should not charge more than five cents for conveying passengers within the corporate limits. This franchise was transferred to Fredrick T. Martin of Fairmont with the same provisions but the franchise was later declared void.

In 1906 Charles Durbin asked for a franchise for the "City Railway" to erect, maintain, and equip a street railway. This franchise was granted subject to the ordinances

- 38 City Records(1897), p. 347
- 39 City Records(1901), p. 205
- 40 City Records(1901), pps. 215-216
- 41 City Records(1905), p. 595

and provisions of the city council. The incorporators accepted the proposition on July 2, and signed the agreement. The incorporators were Charles R. Durbin, William Morgan, H. W. Chadduck, W. W. Tapp, and Ira E. Robinson.<sup>42</sup> The railway was completed the next year and the Grafton Traction Company, as it was called, erected their barns on the Grafton Gas and Electric Light Company lot on East Main Street.<sup>43</sup>

The Grafton Traction Company in 1909 again applied for a franchise- this time to run their track down St. Mary's Street, to erect a bridge for railway purpose across Tygart Valley River, and to lay a line of track on Beech, Walnut street and Maple Avenue on the west side. This franchise was also granted.<sup>44</sup> The next year the company gave a contract to the Farris Bridge Company to construct an iron bridge across Tygart Valley River to carry their cars to the west side and contracted with Patterson, Boyer and Morris for the concrete piers and abutments. This same year (1910) the car barns were moved to the old ball park in Betterman.

This railway was the main transportation for the people of Grafton until 1931, when it gave way to more modern means of transportation and thus became part of vanishing America.

#### WATER SYSTEM

As in all early settlements the first settlers in this community dug wells or took water from nearby running springs. Each family had its own source of water, whereas

42 Grafton Sentinel, November 2, 1929

43 Ibid

44 Grafton Sentinel, November 13, 1929

institutions such as churches and schools dug wells to supply their needs. As more settlers came, more and more wells were dug. No provisions were made for proper sanitary precautions for these old wells, and many of them were open to all of the elements. As a result epidemics spread over Grafton. For this reason and the expansion of the railroads and large industries, residents demanded that an adequate water supply be provided and maintained for transportation, industrial and home purposes. In reply to the many petitions, a committee was appointed consisting of: Michael E. Barrett, William Jennings, and James T. Hendrickson, to find the type and cost of an adequate system of waterworks, sufficient to supply Grafton, July 5, 1887. After investigating different systems the committee recommended the Davenport System. Accordingly the mayor appointed Charles F. W. Kunst, Henry E. Wehn, and Patrick Moran, judges; Charles W. Newlon and Hart C. Compton, clerk, to hold a special election July 21, 1887, for the adoption or rejection of the Davenport System of waterworks. The following vote was reported: for the system 347; against, 7.

Following the special election Henry S. Wils came before the council with a plan to supply the town with a system of waterworks costing \$35,000. The council asked him to submit plans. The next year, April 2, 1888, the council appointed

- 45 City Records (Waterworks), p. 231  
 46 Grafton Sentinel, October 11, 1929  
 47 City Records (Waterworks), p. 232  
 48 City Records (Waterworks), p. 242  
 49 City Records (Waterworks), p. 242

Councilmen Litzinger, Patton and Barrett to draft an ordinance providing waterworks for the town. It was not until 1891, however, that a contract was made with a competent and reliable engineer. The committee then engaged J. P. Strawn, a water engineer of Salem, Ohio, who prepared plans and specifications for a complete system of waterworks capable of supplying the town with an abundance of water. The estimated cost was \$40,000. This estimate was approved by the council and was submitted for ratification by the people in an election held March 21, 1893. It was ratified by the people but Attorney William R. D. Dent informed the council that this special election was unconstitutional. It was referred to the people again in 1894 and approved. The Merchants and Mechanics Bank of Grafton bought the entire issue of the \$40,000 Waterworks Bonds.

The council then appointed two of its members, Benjamin F. Bailey, of the third ward, and Arch C. Love of the second ward, and three citizens; George C. Smith, master mechanic of the Baltimore and Ohio Railroad, Lafayette E. Ward and Creed O. Newlon, to serve as a water board and to oversee and direct the construction of the system. Wilkens and Davidson, water engineers of Pittsburgh, were employed by the council to superintend the construction of the water system for the price of \$1400. Bennet and Talbott of Fairmont were

- 50 City Records (Waterworks), p. 254
- 51 City Records (Waterworks), p. 388
- 52 City Records (Waterworks), p. 390
- 53 City Records (Waterworks), p. 398
- 54 City Records (Waterworks), p. 135
- 55 City Records(1894), p. 136

awarded the contract for building the system at a cost of \$32,327. They filed a properly executed bond for the completion of the work and began construction immediately. At the completion of the water system the final payment was made to the contractors and the plant was turned over to the city on January 21, 1895.

The council on August 8, 1911 deemed it expediant to order a special election asking the citizens to vote on an issue of \$90,000 for a new system of waterworks. This plant was to be located in the city's newly acquired park. An itemized list of preferred costs follows: Power house and stack, \$17,000; river intake, \$1,500; moving old machinery, \$3,000; two new water tube boilers of 3PP horse power, \$7,500; one new fly wheel pump, \$16,000; 18,000 feet of 14 inch main, \$25,070; 8,400 feet of secondary main, \$14,280; supervision and contingencies, \$5,650; a total of \$90,000. An election to decide on this issue was held on September 21, 1911 and the following vote cast: For ratification, 457; for rejection, 155. The proposition having carried the mayor was authorized to advertise in the Grafton Sentinel and the Leader for plans and specifications for the new water works. The bond issue was sold to Meyer, Dieppe and Walter of Cincinnati, Ohio for \$92,619 and the contract for the construction was awarded the Enterprise Construction Company for \$86,576.50. The system was completed in 1912.

56 City Records(1894), p. 138

57 City Records(1895), p. 185

58 City Records(1911), pps. 12, 13, 14

59 City Records(1911), p. 57

Little provision was made in the early years of the town's history for fighting fire. There was no definite organization for fighting or for prevention. Neighbors formed bucket brigades and did what they could to save burning property. This was doubtful aid at the best and about all they had to offer was sympathy. The first fire fighting equipment was purchased in 1875, when the town council ordered a number of ladders and wood buckets placed at different points in the town.<sup>60</sup> The Grafton Fire Company was organized in 1876, and elected LeRoy Cofran president and James H. Stout, secretary. Cofran appeared before the council and asked for an appropriation of \$800 to equip the company with fighting equipment.<sup>61</sup> By 1896 the town had purchased hose and other equipment and hose houses were erected in the different wards. A steam whistle was placed on the boiler at the Electric Light Company's plant to sound alarms. This was changed in a few years to the Baltimore and Ohio shop whistle.

In 1896 William Jennings was elected fire chief of the newly created fire department and called for volunteers to form a company for each ward. All members of these companies under the age of twenty-one were required to get a release from their parents or guardians releasing the town from any damages for injuries received by reason of their membership in these companies. The city bought a fire wagon and horses

60 Grafton Sentinel, September 19, 1929

61 Grafton Sentinel, September 20, 1929

in 1907 and appointed S. L. Warthen, driver. He soon had the horses trained so that when the alarm sounded they quickly took their places in front of the wagon and were anxious to go. Other improvements made during this year were fire escapes attached to all public buildings. The Opera House, the Jarrett building, the Central Hotel, and the schools each had these means of safety placed on the buildings.<sup>62</sup>

An ordinance was passed in 1910 establishing a fire limit and restricting the erection of all frame buildings and other hazardous risks in the perscribed limits.<sup>63</sup>

#### TEMPERANCE

In Grafton as in other towns during these early years, the fight for temperance was a long and bitter struggle. Temperance first came to public notice in 1873, when a number of petitions, signed by the residents, were presented to the council asking that it refuse to grant license to all applicants for the sale of spiritous liquors. In answer to these petitions the council then passed the following resolution: "Resolved that the Council of the Town of Grafton on and after July 18, 1873, will not grant any license for the sale of spiritous liquors for the present council year, upon which applicants may make application to the County Court of Taylor County for the sale of liquors."<sup>64</sup> In 1881 the citizens again complained of the illegal sale of intoxicants by the "speakeasies", and asked the authorities if they were

62 Brinkman Papers

63 Ibid.

64 Grafton Sentinel, September 17, 1929



powerless to stop the sale, that they at least punish the drunkards who made nuisances of themselves on the streets.

The next year the council in an effort to stop the rapidly increasing number of speakeasies which paid no license and were in the hands of men whose reputation was poor, prepared an amendment to the town charter and asked the state legislature to free the town of the jurisdiction of the license granting court and permit a vote on this question every two years. They empowered Councilman John J. Gilligan to carry the bill and deliver it into the hands of Honorable David Powell, delegate of Taylor County in the legislature, which was at that time convened at Wheeling. When the temperance societies of the town learned of this action they prepared a petition signed by William Morgan and one hundred other citizens, protesting against the action of the council and objecting to any change in the charter. Nothing was heard from the legislature in reply to this petition and T. Hill Marshall, editor of the Grafton Standard, asked, through the columns of his paper, "Will Reverend David Powell, representative of the people of Taylor County, please arise and explain what he did with the peoples petition in Grafton, asking for a change in the town's form of government?"

To which Delegate Powell replied:

The only petition received by me was the following, signed by the mayor and council of Grafton, both in their individual and corporate capacity, respectfully petitioning the immediate passage of a bill, hereto annexed, amending the charter of the said town saying:

"We deem it of great importance to the town that this bill become a law during your term. Very respectfully, your obedient servants,

John L. Hechmer, mayor  
 M. H. Dent, clerk  
 John L. Gilligan, W. L. Grant,  
 Sandford M. White, Josephus  
 Rowland, George Brinkman,  
 members of the council."

The only petition received from the citizens of Grafton in Taylor County was signed by William Morgan and one hundred other citizens and reads as follows:

"To the Senate and House of Delegates:

We the undersigned citizens of the town of Grafton, Taylor County, West Virginia, having learned that a petition had been presented to the legislature asking that an act be passed authorizing the town council to grant license for the sale of intoxicating liquors, to the granting of which prayer and powers we vehemently and earnestly object and remonstrate.

Signed,

William Morgan and one hundred other citizens."

I am informed that the people of Grafton had never seen the new charter and knew nothing of its contents, and, that I might proceed intelligently, I asked the opinion of Martin and Woods, attorneys of your town, who sent me some of the proposed changes in the town charter as follows:

"Constituting the mayor an ex-officio justice of the peace with powers extending throughout the county; creating the office of a marshall for the mayor's convenience; authorizing the council to sell real estate for delinquent taxes; which might be on ten days notice; making the town taxes a lien after state taxes; giving the town exclusive control of the license question, ignoring the county court; voting on the question every two years; permitting no person to vote for a councilman except the two from his own ward."

I trust this will answer the Standard's question.

Yours very respectfully,

David Powell.

65

The Woman's Christian Temperance Union started action in 1883 by engaging the services of Detective John W. Haggerty to come to Grafton to work up cases against the thirty-five proprietors of speakeasies then in operation. They claimed that the town authorities protected these violators and would

do nothing to stop the illegal sale of intoxicating liquors. This action brought about the arrest of twenty proprietors. They were brought before Magistrate Haymond and demanded a jury trial. In those years most of the men drawn for jury service were in sympathy with the seller, so these men were acquitted.

The ladies of the Woman's Christian Temperance Union were indignant and began open demonstrations against the selling of liquor. They staged daily parades with other women of the town and children, carrying banners denouncing "King Rum" and warning the people of the horrible effect on the lives and homes of this, the most depraved destroyer of the human race. These demonstrations were denounced by the sympathizers of the sellers and those who thought the Temperance Union had taken the law into their own hands. They protested therefore in the columns of the newspapers. These protests were answered by Mrs. J. V. Thompson, corresponding secretary of the Temperance Union, who said:

When the W.C.T.U. was organized all members pledged themselves to abstain from all fermented drinks and to use whatever power we possessed and all influence at our command, to suppress the liquor traffic. How to fulfill this second question was a sealed problem. We visited the homes of many people, who we found in dire need, the dimes of the father, that should have been spent for loaves for his wife and children, rattled in the tills of the dram sellers.

We have listened with aching hearts to the tales of utter misery and degradation of the mothers and wives of loved ones in the clutches of the demon of darkness in our midst.

We have prayed with the depraved and penitent, have seen him struggle back to sobriety, only to be dragged lower.

We have been appealed to by these mothers and wives who ask, "Can nothing be done to prevent these things?" To the law breaking we neither offer apology or explanation, and express our most sincere thanks to all who aided in this cause for home and fireside. 67

The license question was voted on in 1887 and passed, the vote being 363 for, to 164 against. The council therefore granted licenses to applicants of good moral character, but the county court, as in the past seventeen years, refused to issue the certificates to all applicants. Between 1887 and 1905 license was granted. The revenue from the saloons was used to pay for the city improvements, such as streets, sewage system, and water works. 68

In the election of 1905 the vote was against issuing license for the first time. The official count was for, 641, against, 688. The saloon keepers then petitioned the council for a recount, as a result of which the vote for gained 38 votes and against 45 votes. As the charter specified a three-fifths majority was necessary on the license question, it was defeated. 69

The license of all saloon keepers expired on April 30, 1905 at midnight and the town was thronged by the citizens, as well as people of the county, to witness this event. Every man bibulously inclined provided himself with as much "hooch as his pocketbook would afford against the drouth",

67 Grafton Sentinel, October 2, 1929

68 Brykman Papers

69 Ibid.

and the poor fellow imbibed as much as his capital would permit. Everything passed off quietly enough. Few arrests were made, as the police decided that the "Wet Element" would have to go dry for at least two years before the question would again be submitted to the people and so let them celebrate.<sup>70</sup>

The saloon keepers requested that the question of license be put before the people again in 1906 but they were defeated. In 1907 the license question was again voted on and carried. The council however restricted the saloon area to the territory between the wholesale house of Rhul and Company and west of St. John's Street. Liquor licenses were voted out for the third time in the election of 1909 and reinstated at the election of 1911. The town stood for granting license then until the state went dry in 1914.<sup>71</sup>

#### JAILS

During the Civil War a block house was built in West Grafton. It was intended to be used during the war as a fort to protect the Baltimore and Ohio Railroad. This building became Grafton's first jail, and was used as such from 1875 to 1877. This building was condemned in 1877 and plans were made to build a jail. A committee composed of Charles Henshaw, Alexander Shaw, and William Morgan reported that they had secured ground on the rear of a lot owned by George W. Chambers, on which to build a jail at a rental of \$12.50 per year for a period of twenty years. A small<sup>72</sup>

70 Brinkman Papers

71 Ibid.

72 Grafton Sentinel, September 25, 1929



Grayton W. Davis 1863.

building was then fitted with iron cages and the first prisoner was a drunk. The iron cages were later sold to the town of Newburg but the building is still standing just west of the Baltimore and Ohio Passenger Station.<sup>73</sup>

The small jail built in 1877 was used but a short time, as George W. Chambers on whose lot it was built claimed the building as his own and demanded a monthly rental of \$2.50. No contract could be found to prove either side of the question and rather than pay rent the town made arrangements with the county commissioner for the use of the county jail, located in the Taylor County Court building.

#### HOSPITALS AND PUBLIC HEALTH

In 1862 the United States Government bought land at the corner of Beech and Walnut streets and built the United States General Hospital to care for the war wounded in this section.<sup>74</sup> Surgeon General R. W. Hazlett was appointed supervisor of the hospital. The brick house on the corner of Beech and Walnut streets, now the property of Clair Bee, coach of Long Island University, was used for the hospital staff. From 1865 to 1904 no other hospital existed in Grafton. In this year Dr. R. H. Powell purchased the building used as a school for the west side students and established a private hospital. It was called the Powell Hospital and was sold to the city government in 1916.<sup>75</sup>

<sup>73</sup> Ibid.

<sup>74</sup> Grafton Sentinel, September 10, 1929

<sup>75</sup> Brinkman Papers

People today are fortunate to escape many of the hazards that confronted the citizens of former years, when due to inadequate sanitary precautions and the laxity of public health laws, epidemics were common. An epidemic of smallpox broke out among the residents of West Grafton in 1873. The town council appointed John Bosley a special agent to supply the wants of the sick and to see that rigid quarantine was enforced.

In 1901 another epidemic of this same disease was more widespread. President Robert Phillips of the Taylor County Court, and William O. Boyd, mayor of the city, signed an agreement on January 7, 1901 for the county and city to supply a hospital for the detention and care of the patients. The hospital was to be maintained by both the city and county and was to be destroyed after the disease had been eradicated. The home of Alice and Brown Stewart, east of town, was selected for this purpose. Other epidemics spread through the town during these years. Smallpox was, however, the most  
76  
dreaded and most fatal.

Civic pride came to the aid of the city in 1881. A long petition signed by prominent residents was brought to the council asking that steps be taken to rid the town of the reeking pig-pens, outdoor toilets, and other nuisances which were a menace to the community. The death of 60 children during the previous winter could be traced to infections from these sources. The petitioners asked the mayor and the council to



appoint a special committee of physicians to inspect and condemn all premises found in an unsanitary condition, to have all the rotten and dangerous sidewalks repaired, and to stop the people from throwing filth and refuse into the streets and alleys. The resulting measures were enforced by the town council in this and succeeding years and were the beginnings of a public health program. In the following years a physician of the town was appointed health commissioner.  
77

#### MUNICIPAL GOVERNMENT

At the time Grafton was incorporated, March 15, 1856, the mayor was elected by the city at large and each district was represented by a councilman. As has been mentioned before the town charter was allowed to lapse during the Civil War and was renewed in 1866. The renewal of the charter was a continuation of the councilman form of government. In the year 1913 this type terminated. Following the reform movements of other cities, the people of Grafton adopted commission government, consisting of the mayor, commissioner of finance, and commissioner of public works. The successful candidates are elected for three years. Grafton is still under this form of commission government.  
78 & 79

77 Brinkman Papers

78 Material received from Mayor C. O. King, also Brinkman Papers

79 A list of all the mayors of Grafton from its incorporation to the present may be found in Appendix B.

## ECONOMIC LIFE

The pioneer family was an economic unit in itself. The men raised the food and hunted for game, the women provided the clothing through the use of the loom and the spinning wheel. With the coming of the railroad and the expansion of the Industrial Revolution towns were built and a new type of life begun. The settlers became more interdependent and barter was common. The history of the economic life is the history of the growth of the town.

Grafton's first store was opened by Thomas McGraw, May 1, 1852. Other businesses followed rapidly and soon a small town was established. In 1857 the firm of Davis and Company opened a store on the site now occupied by Archdeacon and Company. The firm, composed of Henry G. Davis and Thomas Darnell, carried everything in the general merchandise line.<sup>1</sup> An inventory of their store, dated January 1865, valued the stock at \$38,000 a larger stock than most stores carry today. The inventory lists items from assafoetida to zibaline and such items as balmorals, clouds waterfalls, mozambizus, and sontags which have no meaning today. Calico was 35 cents a yard and yard wide muslins were 55 cents a yard, while wide sheeting was \$1.30 a yard.<sup>2</sup>

Hon. Henry G. Davis, the senior member of this firm, was in later years actively engaged with his son-in-law, United States Senator Stephen B. Elkins, in developing the resources

<sup>1</sup> Grafton Sentinel, September 7, 1929

<sup>2</sup> Ibid.

of central West Virginia. He promoted and built the West Virginia Central Railroad, helped establish the city of Elkins, and built the Coal and Coke Railroad.<sup>3</sup> Davis was elected United States Senator and gained national prominence, when he was nominated for vice-president on the Democratic ticket in 1904.

An interesting advertisement in the year 1873 was offered by Hyde and Allen, owners of the New York Store. They had for sale 6000 yards of dress goods at a reduction of 20% from the regular price which ranged from 20 cents to \$2.50 per yard. The goods displayed included fine black silk repps, English bombazines, empress cloths, cashmeres, granites, brocades and waterproof cloths. Hyde and Allen also offered Laurel D. 36 inch sheeting at 14 cents per yard and coheco, conestoga, aprague, allen, amoskeog and American callico at 12-1/2 cents per yard.

The cost of living in those days was considerably less than today. Except sugar, all food stuffs, particularly meats, were much lower than today. A price list issued by a local firm, bearing the date of September 19, 1878, had the following; whole hams, 10 cents; side and shoulders, 7 cents; loin roast, 10 cents per pound; rib roast, 8 cents per pound; steak, 10 cents per pound; boil meat, 5 cents per pound; young chickens, 20 cents each; eggs, 10 cents a dozen; butter, 10 cents per pound; green corn, 10 cents per dozen; ripe tomatoes, 25 cents per bushel; cucumbers, 10 cents per

3 Ambler, West Virginia, pps. 416, 417

dozen; gooseberries 10 cents per gallon; brown and New Orleans sugar, 10 cents per pound; granulated sugar, 18 cents per pound; and coffee, 12-1/2 cents per pound.<sup>4</sup>

Wages were low, the scale paid a laborer being \$1.40 for ten hours. A carpenter received \$1.90 for ten hours, and a brick mason was paid \$1.75 for laying 1000 brick. Compared with the wages paid today these seem pitifully small, but the men and women of those days seemed to have lived comfortably without the many conveniences and labor saving devices to which the people of today are accustomed.<sup>5</sup>

Game was plentiful in woods adjacent Grafton. William J. Painter of Thornton, reported having seen wild turkey in flocks of 25 to 50 between Grafton and Thornton. Rabbits, squirrels, quail and partridges were equally plentiful. With no game law to be observed in those days the markets of Grafton were often overstocked, and rabbits dressed and drawn could be purchased for 8 cents each, while turkeys dressed and drawn sold at 10 cents per pound.<sup>6</sup>

Grafton's business growth suffered a major set-back in the great fire of 1887. Practically all business establishments were obliterated and almost the entire city had to be rebuilt. Business life was soon reestablished, however, and began to grow. The outstanding merchants were; John T. McGraw, George Brinkman, and L. L. Loar. Armour and Company of Chicago

<sup>4</sup> Grafton Sentinel, September 25, 1929  
<sup>5</sup> Grafton Sentinel, September 25, 1929  
<sup>6</sup> Grafton Sentinel, September 26, 1929

also located here. They bought a piece of land on Beech Street, at Davis crossing and erected a storage plant for meat products.

#### BANKS

The Citizens Savings Bank was established in June, 1870, the first bank in part of Augustus Pollock's store.<sup>7</sup> Three years later the Grafton Bank was organized, October 13, 1873.<sup>8</sup> In 1880 it applied for a charter and became a member of the national banking system, it was the First National Bank of Grafton.<sup>9</sup> It was then located in a building just east of the Baptist Church, and in 1896 bought the Bradshaw building at the corner of Main and Latrobe streets, from W. R. Loar, and had Wood and Son prepare the specifications for a modern banking house on this site.<sup>10</sup>

The Merchants and Mechanics Bank, the third bank, was opened July 28, 1891 in a room in the Arlington House, hence it moved to a new building at the corner of Main and Lafayette streets in 1894.<sup>11</sup> This bank bought the entire issue of \$40,000 waterworks bonds in 1894 and the whole issue of \$90,000 city refunding improvements bonds sold in 1903 for which it paid par and a \$250 premium. The Grafton Banking and Trust Company was organized in 1904, and the Taylor County Bank in 1911.

- 7 Grafton Sentinel, September 13, 1929
- 8 Grafton Sentinel, September 17, 1929
- 9 Grafton Sentinel, September 26, 1929
- 10 Grafton Sentinel, September 21, 1929
- 11 Grafton Sentinel, September 16, 1929

These and the Merchants and Mechanics Bank failed during the  
<sup>12</sup>  
 crash of 1930.

#### NEWSPAPERS

In 1859, William Seigfreid established Grafton's first  
<sup>13</sup>  
 newspaper, the Grafton Guardian. Another paper, a weekly  
<sup>14</sup>  
 named the West Virginian was established in August, 1861.  
 These papers were poorly supported. The people during the  
 Civil War had scarcely any money to spend and were unable to  
 support a newspaper. So the publications were suspended  
 after a short time.

The Grafton Sentinel was established by H. H. Guseman,  
 Henry C. Compton and Dr. A. H. Thayer in the year 1870, the  
<sup>15</sup>  
 first issue appearing about the middle of March of that year.  
 James Holt, a young newspaperman, was made editor and, after  
 six months, bought the interests of the proprietors and be-  
<sup>16</sup>  
 came sole owner. Holt sold his interest to George Dunnington  
<sup>17</sup>  
 of Fairmont in 1880 but later repurchased it. Other news-  
 papers were established in the following years but due to  
 lack of subscriptions, publications were suspended after a  
 few months.

#### TAVERNS - HOTELS

The fact that Grafton was a railroad terminal contrib-  
 uted to the growth of taverns and hotels. The Grafton House

- 12 Grafton Sentinel, November 1, 1929
- 13 Grafton Sentinel, September 9, 1929
- 14 Grafton Sentinel, September 10, 1929
- 15 Ibid.
- 16 Grafton Sentinel, September 13, 1929
- 17 Brinkman Papers

was built for this purpose in 1856. It was at that time the largest hotel in the state, and was located at the intersection of the Parkersburg- Wheeling lines. At the time of this writing, the building is used as a restaurant and room-<sup>18</sup>ing house for the Baltimore and Ohio employees. The first hotel was opened in 1854 on the site now occupied by the Sentinel. It was owned by John Robinett who later sold it to Granville Jarvis. The old Arlington House built in 1872<sup>19</sup> later became the Blen Avon Hotel.

In 1905 the Grafton Hotel Company petitioned the mayor and council for a permit to erect, maintain and equip a fireproof hotel at an estimated cost of \$100,000, which they considered would be of incalculable benefit to the town and to the county. It agreed to begin construction work during the same year, provided the company were released from city and county tax for a period of ten years beginning July 1, 1905. This proposition was signed by John T. McGraw,<sup>20</sup> for the Grafton Hotel Company. The petition was denied and brought up again in 1910. This time the mayor and council gave the Company authority to begin construction and the hotel was completed and opened March 20, 1913. It was named<sup>21</sup> the Willard Hotel.

#### INDUSTRIES

The first industry in Grafton was a brick yard, built by Ambrose Snively, 1854, and located on the South Side at the

18 Ibid.

19 Grafton Sentinel, September 16, 1929

20 Grafton Sentinel, November 2, 1929

21 Grafton Sentinel, November 13, 1929

present site of the South Side Bridge.<sup>22</sup> Most of the homes and business houses were constructed of brick manufactured in this brick yard. Ambrose Snively established another brick industry, 1884, located near the Grafton Park.<sup>23</sup>

In 1855 Grafton's first saw-mill was built by the Marker Brothers and located on the present site of the Taylor County School Garage on Maple Avenue.<sup>24</sup> This mill, together with those of Stewart and Donohue, Pardee and Curtin, Le Roy Cofran, and Isaac Evans comprised the lumber industry of Grafton in 1872 which was the largest in the state. In 1874 they formed the Grafton Boom Company and built an impounding boom on the Tygart Valley River above Grafton.<sup>25</sup> Also during the year 1856 Moses Luzadder built Grafton's first flour mill. It was on the north bank of Three Fork Creek, at the foot of Mill Street.<sup>26</sup>

In 1856 two more industries were added; Francis Flanagan's wagon and carriage factory, located on Luzadder Street between Washington and Boyd streets,<sup>27</sup> and Henry Wehn's small shoe factory at the corner of Main Street and Cassel Alley.<sup>28</sup>

Artificial gas was introduced to Grafton in 1857 by Albright and Miller. To persons who had nothing better than smokey oil lamps, this was a wonderful illuminate.<sup>29</sup> During the same year W. M. Cole began the manufacture of cupboard

- 22 Grafton Sentinel, September 6, 1929  
 23 Grafton Sentinel, October 8, 1929  
 24 Grafton Sentinel, September 6, 1929  
 25 Grafton Sentinel, September 16, 1929  
 26 Grafton Sentinel, September 6, 1929  
 27 Ibid.  
 28 Grafton Sentinel, September 7, 1929  
 29 Ibid.



30

furniture and coffins.

Grafton had two breweries during its early history. The first one was built in 1859 by Ambrose Snively and Charles T. Hefner. The Tygart Valley Brewing Company, called the Home Brewery, was organized in 1903 and was located in Fetterman.

31

In 1859 John Carr, expert machinist, built the first foundry. It was located at the southwest corner of Elizabeth and Luzadder streets. The Grafton Foundry was organized in 1891 and was located in the East End. Thomas Kenny built a foundry on Boyd Street, which was taken over by the United Government in 1917.

32

In 1875 Charles D. Blatchly, Philadelphia capitalist, built in Grafton the largest wooden pump factory in the world. It was located in West Grafton on the site of the present new Grafton High School and was destroyed by fire in 1910.

33

Wilhide and Blue began the manufacture of marble monuments, grave stones and markers in 1874. This business is still in operation and is located on Latrobe Street.

34

A small factory for the manufacture of cigar box lumber was opened in 1890 by Robert W. Kennedy and Oliver B. Stroh. This plant was located on Grand Street, South Side, and in 1891 was moved to the Woodford Addition. The products of

35

30 Ibid.

36

31 Grafton Sentinel, September 9, 1929  
 32 Grafton Sentinel, September 12, 1929  
 33 Grafton Sentinel, September 16, 1929  
 34 Grafton Sentinel, September 18, 1929  
 35 Grafton Sentinel, October 21, 1929  
 36 Grafton Sentinel, October 28, 1929

this plant supplied all the cigar trade of West Virginia and western Pennsylvania.

This same year Charles F. W. Kunst, Alexander Zeck, and Oliver B. Stroh formed a company for the manufacture of artificial ice. Their plant was on Grand Street, South Side, and was the first of its kind in this section. Prior thereto the people had used ice cut from the river and stored for summer. They thought the artificial ice was not fit for human consumption, but later its use became general.

Besides the old Empress Glass Plant, three other glass factories located in Grafton. They came in the following order: Tygart Valley Glass Factory, (1891), located in the Woodford Addition; East End Window Glass Factory (1891), located in the East End; and the modern Hazel Atlas Glass Factory (1915), located in Fetterman.

The Empress Glass plant started operation in 1889 in Fetterman and was taken over by the Grafton Clay Products Company in 1910. This company converted its plant into the manufacture of tile and glazed brick. This factory furnished many buildings here with its products, including the Baltimore and Ohio Railroad Company Depot and the Willard Hotel.

Carr China Pottery was organized and established by the Consolidated Manufacture Company on June 12, 1914. Carr China is located near the Grafton Park and its products are exported to all parts of the world.

- 37 Grafton Sentinel, October 14, 1929  
 38 Grafton Sentinel, October 28, 1929  
 39 Grafton Sentinel, November 13, 1929  
 40 Brinkman Papers

## SCHOOLS

Education in Grafton, as in all other early settlements, had humble beginnings. The first school opened in 1852 at Valley Bridge, now Fetterman. Classes were held in the old town hall building there and this served as a school until replaced in 1908 by the modern brick building which is still in use.

In 1854 the first school in Grafton proper was opened in a small frame building at the corner of Washington Street and Indian Alley, now Bridge Street. This one room school was taught by George R. Latham.<sup>1</sup>

The following year the Parochial School was organized by the Reverend Father Henry Malone, and the classes were taught by James Bell.<sup>2</sup> When work was begun on the new Catholic Church in 1871, three sisters of the order of Saint Joseph were sent here from Wheeling and the children of the parish were placed in their charge for instruction. The rectory was turned over to the sisters for use as a convent.<sup>3</sup>

Citizens of West Grafton opened their first school in 1862 in a small frame building on Beech Street. Eight years later, to provide more room, the school moved into the building formerly used by the Grafton City Hospital. The building now in use replaced this second school in 1904. It is a large brick, also on Beech Street and stands adjacent to the old hospital building.

<sup>1</sup> Grafton Sentinel, September 6, 1929

<sup>2</sup> Ibid.

<sup>3</sup> Brinkman Papers

Two schools were opened in 1866, when Joseph Barbee started a school on Thayer Hill of South Grafton for advanced students, and his daughter, Annie Barbee, gave piano and organ lessons both in the school and the homes of the pupils. She was Grafton's first instructress in music. This school building which faced the town, was moved across the road and became a part of the residence of Dr. Thayer, when he bought the property in 1885.<sup>4</sup> The other school was begun by Daniel Morris. It was located at the corner of Elizabeth and St. John streets and was also for more advanced students.<sup>5</sup>

During the next few years the school population increased rapidly. To meet the immediate need for the extra space, the board of supervisors rented the basement of the Presbyterian Church and hired the pastor's wife, Mrs. J. H. Flanagan, to teach this room. Due to this situation, the board of supervisors, composed of John M. King, John Flanagan, and Henry O'Leary, purchased a plot of ground on the north side of Wilford Street between St. John and Luzadder streets for a school site.<sup>6</sup>

The plan for the new building and work was started immediately. The Grafton Public School was completed and ready for occupancy early in September of 1871. The Board of Education employed J. L. Vincent as the first principal, and Rose Vincent, Lavina See, Molly Creel, Margaret Mather, and Stephen Stiles as teachers.<sup>7</sup>

<sup>4</sup> Grafton Sentinel, September 12, 1929

<sup>5</sup> Ibid.

<sup>6</sup> Grafton Sentinel, September 13, 1929

<sup>7</sup> Ibid.

The second year of school in the new building was marked by a tragedy. A well dug at the back of the building was used by the neighboring families for their home needs and a small son of one of these families leaned too far over the well and lost his balance. He plunged headlong down the shaft and was killed instantly. This accident so upset the school that the Board of Education dismissed it for the balance of the term.<sup>8</sup> The next year the schools had to close due to an epidemic of influenza. The epidemic had reached such a stage that business was almost paralyzed. Coal was almost impos-<sup>9</sup>sible to obtain and at double the former price.

In the election of 1872 the question of making the town schools an independent school district was carried. Leonard Mallonee, Arthur Sinsel, and James D. Holt were the first school commissioners.<sup>10</sup>

Following the Civil War many Negroes came to Grafton to get employment on construction work. As their number increased, it became necessary to open a school for Negro children, which was done in 1880 in a building on High Street. It still serves as an elementary school for Negroes.

By 1892 the school population had again outgrown its housing facilities and it was found necessary to remodel the public school on Wilford Street, by adding a new wing to the rear of the building. This addition provided four new class

<sup>8</sup> Grafton Sentinel, September 16, 1929  
<sup>9</sup> Grafton Sentinel, September 17, 1929  
<sup>10</sup> Ibid.

rooms and a large auditorium on the top floor. The building was used by both the high school and grade school students.<sup>11</sup>

With the opening of a new high school on Washington Street in 1913 secondary students were removed from the Old Central building on Wilford Street. At the present time a newer high school building, completed 1940, is in use. The building on Washington Street is used as a grade school and the Old Central building was abandoned.

The public school was erected in East End in 1904. It was a brick building located between Lincoln and Mulligan streets. This school was known simply as East End School.<sup>12</sup>

Many school activities cannot be listed here in this brief history. Much of the social life and entertainment centered in and around the schools. Plays, ciphering matches and many other forms of amusements were held in Brinkman Hall. Outside teachers were brought in to teach evening classes to adults in spelling and penmanship. Arbor Day was first celebrated by the schools April 18, 1883 by planting several trees in the school yards. On May 30, 1895, school youths marched for the first time in the parade and decorated the soldiers graves. They were organized by Mrs. Maria Leeds president of the Woman's Relief Corps. Since that time the school children have formed a large part of the May 30, celebration here.<sup>13</sup>

11 Grafton Sentinel, October 17, 1929  
 12 Grafton Sentinel, November 1, 1929  
 13 Brinkman Papers

### THE CHURCHES

Soon after the first settlers came to Grafton small groups began to assemble to worship according to their faith. The first meetings were held in private homes. Out of these small gatherings grew the churches of today.

The Catholics can justly lay claim to the distinction of being the first sect to engage in active Christian work among the residents of this village prior to 1856. In 1852 Father Dillon celebrated the first mass at the home of Thomas Shanley who lived in a frame house on the lot where the court house now stands. For the next three years Father Dillon paid only occasional visits to persons of the Catholic faith.<sup>1</sup>

By 1856 the Catholic congregation had increased to sixty members and became permanently organized. The Fettermans donated a plot of ground at the northwest corner of Washington and St. John streets for the erection of a Catholic Church. At the same time they donated a plot of ground along the Northwestern Turnpike for a cemetery. The Catholics built a small frame church, costing \$1,100, and facing St. John's Street, on the site now occupied by the St. Augustine Parochial School. This was the only church building then in Grafton and was attended by the people of all faiths. Reverend Father Cunningham, who came here August 15, 1855, was the first pastor<sup>2</sup> and he was succeeded by the Reverend Father Henry Malone.

This first small church was replaced in 1872 by a new

<sup>1</sup> Grafton Sentinel, September 6, 1929

<sup>2</sup> Reverend Father M. J. Hannon, present pastor of the Catholic Parish.

and much larger church building facing Washington Street. The cost of this new church was \$12,000. Reverend Father John H. Walters was its pastor.<sup>3</sup>

Congregations of other faiths now began to increase in number. The year 1857 saw the completion of the Methodist church erected on Washington Street. The members funds were exhausted at the completion of this church and no furnishings were provided. The first seats were crudely made from log slabs and were used until more funds could be raised. The pastor of this, the first Protestant Church in Grafton, was the Reverend J. H. Trainer.<sup>4</sup>

In those early days it was the custom to segregate the congregation by seating the men on one side of the room and the women on the other. Most of the men chewed tobacco, and spitting on the floor became both intolerable and disgusting. Finally it was suggested to seat the men and women together. This action proved an effective remedy, for the filthy habit stopped.<sup>5</sup>

Church membership grew rapidly and the Methodists, on September 11, 1871, purchased a site on Main Street, on which to erect a larger church building. Reverend J. L. Clark, pastor of the church, broke the ground for the new building in 1872.<sup>6</sup> This church, the St. Andrew's Methodist Episcopal Church, was completed and dedicated on March 16, 1873. At

<sup>3</sup> Ibid.

<sup>4</sup> Grafton Sentinel, September 7, 1929

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.



that time this edifice was the largest church building in the state of West Virginia.<sup>7</sup>

The Grafton Baptist Church was first organized December 3, 1858 under the Reverend D. B. Purinton. This organization was disbanded, however, during the Civil War, because so many of its members were serving with the fighting forces.<sup>8</sup> The church was again brought together by the Reverend George Davidson in 1866. They purchased a plot of ground at the corner of Main and Ethel streets, raised funds and erected their new church building early in the year 1867. This building was made of brick and stood high on the bank above the street. It was approached by a long flight of wooden steps. In 1901 it was remodeled to give more room. The high bank in front of the building was excavated and the present brick front built out to the street line. It was dedicated on December 13,<sup>9</sup> 1901.

The Presbyterians held their services in the Baltimore and Ohio Carpenter Shop until 1866 when the company notified them that they would raze this building. It was then that they definitely organized their church. Construction of a building was begun at the corner of Washington and Mackin streets, and it was dedicated October 6, 1876. Reverend J. H. Flanagan was its first pastor.<sup>10</sup>

Other Protestant churches followed rapidly. The

- 7 Grafton Sentinel, September 17, 1929  
 8 Grafton Sentinel, September 7, 1929  
 9 Grafton Sentinel, September 11, 1929  
 10 Ibid.

Lutherans were established in 1871; Methodist Protestant in 1885; Protestant Episcopal, 1888; St. Paul's Methodists, 1911. Much of the social life of the town was centered in these churches so a great deal of their history may be found in the growth and activities of the town itself.

## CEMETERIES

The first record of a death was that of Nancy Blue, who met an accidental death in the waters of the Tygart Valley River, October 13, 1842, at Valley Bridge, now Fetterman. The body of Miss Blue was the first interred in what is now Bluemont Cemetery. For years this lonely grave high on the hill overlooking what is now Blueville, was the only one there until her brother, John W. Blue, in 1866 gave Grafton<sup>1</sup> this land as a free site for a Protestant burial ground. Prior to this time all interments were made in the Catholic Cemetery.<sup>2</sup> It has always been the responsibility of the city government to care for this cemetery.

In 1856 the Fettermans gave the Catholics a plot of land along the Northwestern Turnpike to use as a burial ground.<sup>3</sup> Soon after this grant many families, both Protestant and Catholic, moved their relatives from family burial grounds elsewhere in the county and interred them in this cemetery. It is thus possible to find tombstones there dating back to the 1790's. By the year 1912 there was no more space left, and the Catholics were forced to buy more land along the Northwestern Turnpike.<sup>4</sup> The new cemetery was named Mount Calvary and was dedicated in September, 1914.<sup>5</sup>

Grafton is proud of the fact that the only National Cemetery in West Virginia is located here. On April 2, 1868

1 Grafton Sentinel, September 12, 1929

2 Grafton Sentinel, September 3, 1929

3 Grafton Sentinel, September 6, 1929

4 Reverend Father M. J. Hannon, present pastor of the Catholic Parish.

5 Ibid.

General John A. Logan introduced a bill in Congress requesting the establishment of a permanent burial place for the men who lost their lives during the Civil War. The bill was made effective and on May 5, 1868 the War Department sent two men to Grafton to purchase land for a National Cemetery. After its completion, 1253 bodies were removed from Maple Avenue to the present site on Walnut Street.<sup>6</sup>

The first Memorial Day was held June 14, 1868. This celebration was intended to be held on May 30, but because the grounds were still in process of completion and because of rain, everything was a sea of mud, the services were, therefore, postponed. Since that date however the celebration has been on May 30 each year.<sup>7</sup> At each annual celebration the sons of the Grand Army of the Republic Reno Post No. 7, present the following ritual as the opening exercise of the Memorial Service:

General Logan Memorial Order  
General Order No. 11.  
Headquarters Grand Army of the Republic  
Washington, D. C., May 5, 1868.

I. The 30th day of May, 1868, is designed for the purpose of strewing with flowers or otherwise decorating the graves of comrades who died in defense of their country during the late rebellion, and whose bodies now lie in almost every city, village, and hamlet churchyard in the land. In this observance no ceremony is prescribed, but posts and comrades will in their own way arrange such fitting services and testimonials of respect as circumstances may permit.

We are organized, comrades, as our regulations tell us, for the purpose, among other things, "of preserving and strengthening those kind and fraternal feelings which have bound together the soldiers, sailors, and marines

<sup>6</sup> Grafton Sentinel, September 13, 1929

<sup>7</sup> Ibid.

who united to suppress the late rebellion." What can aid more to assure this result than by cherishing tenderly the memory of our heroic dead, who made their breast a barricade between our country and its foes? Their soldier lives were the reveille of freedom to a race in chains, and their death a tattoo of rebellious tyrant in arms. We should guard their graves with sacred vigilance. All that the consecrated wealth and taste of the Nation can add to their adornment and security is but a fitting tribute to the memory of her slain defenders. Let no wanton foot tread rudely on such hallowed ground. Let pleasant paths invite the coming and going of reverent visitors and fond mourners. Let no vandalism of avarice or neglect, no ravages of time, testify to the present or to the coming generations that we have forgotten, as a people, the cost of a free and undivided republic.

If other eyes grow dull and other hands slack, and other hearts cold in the solemn trust, ours shall keep it well, as long as the light and warmth of life remain in us.

Let us then, at the time appointed, gather around their sacred remains and garland the passionless mounds above them with choicest flowers of springtime; let us raise above them the dear old flag they saved from dishonor; let us in this solemn presence renew our pledges to aid and assist those whom they have left among us as sacred charges upon the Nation's gratitude, - the soldiers' and sailors' widow and orphan.

II. It is the purpose of the Commander-in-Chief to inaugurate this observance with the hope that it will be kept up from year to year, while a survivor of the war remains to honor the memory of his departed comrades. He earnestly desires the public press to call attention to this order, and lend its friendly aid in bringing it to the notice of comrades in all parts of the country in time for simultaneous compliance therewith.

III. Department commanders will use every effort to make this order effective.

N. P. Chipman  
Adjutant General

By command of  
John A. Logan  
Commander-in-Chief. 8

## CALAMITIES

In the afternoon of July 4, 1887 a fire started in the ice cream parlor of Mrs. Margaret Martin on Latrobe Street. It was quickly extinguished by the few people in town, who had not gone to the big picnic at Grafton Park. George W. White who operated a cigar factory next to the ice cream parlor of Mrs. Martin, made an examination of the building and thought the fire was out. He then retired little realizing that this compact part of the town could present a forlorn and desolate appearance in a few short hours.

At seven minutes to four o'clock on Tuesday, July 5, a solitary engine in the Baltimore and Ohio Railroad yards below sounded the doom of that ill fated quarter. The first alarm was sounded by Engineer John L. Whittman, on night duty in the yard. When the people, hatless, coatless, and some shoeless, rushed to the scene, they found Mrs. Margaret Martin's ice cream parlor and James Stayley's fish and produce store enveloped in flames. One glance at the situation and their worst fears were realized. The most inflammable portion of the town was on fire with such headway that its destruction was certain.

The flames next swept the millinery parlors of Mrs. Hayes out of the way and then darted into the cigar factory of George W. White on the west, which it soon destroyed. Then came the Guseman building. Next were the holdings of Dr. A. H. Thayer and on to the corner on which stood the four story frame Shaw building. Then the flames reached across the little street and ignited the Central Hotel, soon reducing this building to ashes.

The old Boland house, the home of James Jennings, was the next to go, and how the old Powell House escaped is still a mystery.

Sweeping around into Railroad Street, the drug store of William H. Goley, the restaurant of Frank Warthen, the storage room of the railway mail clerks, S. P. Kimmel's billiard rooms, Thomas Turner's grocery, Mrs. Sophia Doll's candy shop and residence, the Swaim building, and the tin shop of William D. Ray, the fire spread rapidly. Gaining headway east of Mrs. Martin's ice cream parlor the fire destroyed Dr. Samuel Walker's office, Dambrecht jewelry store, Edward R. Cole's confectionery, the old Valley House, Thomas Finch's cigar factory, John A. Cole's shoe store, Beverlin's furniture store, store of Taylor E. Cole and the hardware store of Henry J. Mugler. Had it not been for the triangular section between Main and Latrobe streets, the flames would have consumed the Evan's building, the office of General George G. Brown, the grocery of R. D. Woodford, the office of W. F. Vankirk, and the old Campbell home. Leaping across the street it soon removed the Reilly home and then came up into Main Street burning the house occupied by Mrs. Kate Dorsey.

Mayor Lewis Haymond wired the Wheeling fire department for help, but the officials declined to send an engine to the aid of the town. The mayor then wired the Parkersburg fire department and an engine was sent on a flat car with the men to man it. Charles Dunlap, then superintendent of the Baltimore and Ohio Railroad, ordered the track cleared from Parkersburg to Grafton. Engine number 731, with Patrick Flannery

at the throttle, was coupled to the train and started for Grafton. The run was made in the record time of two hours and ten minutes. This engine and crew from Parkersburg arrived in time to help prevent further destruction. The railroad men filled all the gondola cars in the yard with water and placed them in position along Railroad Street for the fire engine to pump several streams of water on the buildings, still in the path of the flames.

Then the fire began spreading eastward and the people, realizing the hopelessness of stopping it, sought George Brinkman and asked his consent to have the Trehern Hall pulled from its foundations with chains hooked to an engine in the yard. But that was back in the days when men went to the back door, chopped down a tree and hewed the log into sills and corner posts and braced it with pieces mortised into the corners. Each attempt snapped the chain as easily as one would snap a piece of string. The building occupied by John A. McCabe's bakery on Railroad Street, adjoining the Central Hotel was pulled from its foundations down onto the railroad tracks, but it did not stop the fire from reaching the home of James Jennings.

When the fire reached the west wall of Brinkman Hall the effort of every available man on the scene was pressed into service to stop it there. Once beyond this there would be no chance of saving the rest of the town. Fortunately in constructing the hall Brinkman had heavy iron shutters fitted on all the openings on the west side of the building. These



were closed tight when the flames started in the direction of that part of town and men were stationed behind these shutters, despite the intense heat.

The ashes on the Trehern lot were hardly cold when George Brinkman had a force of men at work clearing away the debris and starting the foundation of a new business building on this lot. S. P. Kimmel and also George W. White started operations on their lots on Latrobe Street. In the fall of that year there was plenty of work for both skilled and unskilled labor in the restoration of the burned area.<sup>1</sup>

The people of the town were much incensed at the editorial in the Wheeling Intelligencer of July 5, in which Editor Hart referred to the calamity as "Grafton's scorching", in an unfeeling and almost cruel manner.<sup>2</sup> Mayor Lewis Haymond called a special meeting of the town council at the mayor's office, where he addressed it with the following words:

Our meeting this evening comes at a time of general sadness throughout our community. A large part of our town is in ruins. Many of our best people and most worthy citizens are not only sufferers in the loss of the business, their stock of household goods, but are homeless. Not even a roof they can call their own to shelter them or their families. I have called you together tonight for the purpose of getting your views and opinions as what is best to be done with the expectation of any business that will be transacted.

Before I sit down, however, I feel that we owe it alike to the sentiment of our people, as well as to ourselves on our representative capacity, to give public expression of our gratitude to his honor, the mayor of Parkersburg, and the noble firemen of that city, who nobly and promptly came to our rescue when our town was at the mercy of the flames.

1 Brinkman Papers

2 Ibid.

I hope, gentlemen, you will not adjourn without putting on record your thanks to these brave and generous men, and to the city of Parkersburg, who were not afraid of firecrackers when a sister city was crying for help.

Clerk John J. Gilligan prepared the following resolutions which were accepted by a rising vote:

Be it resolved by the Town Council of the City of Grafton, that we most heartily thank the Hon. John S. Camden, mayor and the members of the fire company of the city of Parkersburg, for their prompt and generous response to our appeal when our town was in flames, on the morning of July 5, 1887.

Resolved that this resolution be spread on the minutes of the town and copies furnished the town paper, the Wheeling Register, the Sentinel, and Journal of Parkersburg, for publication, and an engrossed copy sent to Mayor Camden to be presented to the fire company.

Resolved that we but voice the sentiments of the people of Grafton when we assure these brave men that their action on this occasion will be long and kindly remembered with gratitude by the citizens of this town.

The following resolution was also adopted and sent to the officers of the Baltimore and Ohio Railroad Company, who rendered such prompt service:

Resolved, by the town council of the town of Grafton that we deem it due to the accommodating officers and men of the Baltimore and Ohio Railroad Company, who rendered such prompt service and valuable assistance during the progress of the late fire to receive not only the praise of our people for the courtesies and favors on that occasion, but this acknowledgment be made in a public way.

Be it, therefore, resolved, that the council in their individual and representative capacity, hereby return to Captain Charles Dunlap, superintendent; John Adair, master mechanic; and the other officers and men under their control at the station, the grateful thanks of the people of Grafton.

Resolved, that these proceedings be spread upon the records of the town and published in the usual way.

Lewis Raymond, mayor

John J. Gilligan, clerk

3

The floods of 1888 reached the highest stage in the memory of the oldest inhabitant. There was fifteen feet of water on Maple Avenue and the waters of the Tygart Valley River, from the bend in the west end of town, covered the tracks of the Baltimore and Ohio Railroad to Fetterman, to a depth that extinguished the fires in all locomotives attempting to make their way to Grafton. The old covered bridge, erected in 1835, was swept from its piers and into the swollen waters, wrecking it completely. Its broken and twisted timbers were carried down on the rushing waters.<sup>4</sup>

## SOCIAL, CULTURAL, AND RECREATIONAL LIFE

Entertainment and social functions in the early days were the same as those in the surrounding communities. Weddings, "black beauty races", and shooting matches were the chief entertainments of the settlers. These later gave way to spelling bees, the old time ministrals, ciphering matches, quilting parties, and stage plays.

Taverns and inns, whether located at health resorts or not were centers of community life. Because these quarters were always accessible, young people gathered there for balls and festivals to which the traveling public was welcome. For men, the barroom was the center of attraction. Here, more than in parlors and drawing rooms, greetings were exchanged, politics discussed, and traditions rehashed. Regardless of their names, these places were simply saloons that kept lodgers and served meals as a side line. Drinking was common among all classes and excited no comment, except from travelers from other sections. The gruesome disclosures, in the form of human skeletons found in old wells, caves and other hiding places at various times during the succeeding decades, tell the story of the tragic termination of some of the drunken carousals. They also explain, in part, the mysterious disappearance of many a prosperous hog and cattle driver who was so careless as to carry his wallet on his hip. 1

The old boardwalk was another landmark of social exchanges during these early days. The people would meet on the boardwalk, exchange bits of gossip, talk politics, form oral contracts for horse trades and discuss the progress of their work.

Grafton's first lodge, A. F. and A. M. was organized at Fetterman, September 28, 1857 and continued to meet there until 1860. Among the first lodges organized were the Order of

1 Ambler, West Virginia, p. 203  
 2 Grafton Sentinel, September 7, 1929

Odd Fellows, April 28, 1868; Grant Lodge No. 6, Good Templars, 1871; Friendship Lodge No. 8, Knights of Phthias, 1878; and the Masonic Temple, 1878.<sup>3</sup> These lodges did great work in welfare fields as well as social. In later years many other lodges were organized.

Theater entertainment started as early as 1857. The first stage plays were portrayed in the second floor of the Hon. Henry G. Davis' building. It was called Fox Hall and was named for George Fox, a clown who portrayed the humorous role of "Humpty Dumpty".<sup>4</sup>

In 1866 John Doonan built the second theater in Grafton. It was named the Shakespeare Theater and was located at the corner of St. John's Street and Railroad Street. Melodramas such as "Hazel Kurk", "Lady Audley's Secret", and "Ten Nights in a Barroom"<sup>5</sup> were the favorite plays presented. Besides plays many local and outside ministrals were presented here.

Most famous of all theaters in Grafton was the Brinkman Opera House. This theater was built by George Brinkman in 1876. It was also used for local entertainment, balls, festivals and suppers. It was here that the brilliant James G. Blaine, a great orator, spoke to the people in the campaign of 1884 and where William Jennings Bryan, young orator and Congressman, spoke for Grover Cleveland, in the same campaign. Near the climax of Bryan's speech, a man overcome by emotion, rushed from the audience to the stage, kissed Bryan's feet and

<sup>3</sup> Grafton Sentinel, September 14, 1929  
<sup>4</sup> Grafton Sentinel, September 7, 1929  
<sup>5</sup> Grafton Sentinel, September 12, 1929

cried, "My Savior". William McKinley spoke in the interest of Benjamin Harrison during the campaign of 1888. Among the other statesmen and politicians who made speeches here were Governor William O. Brady, of Kentucky; John G. Carlyle; Nathan Goff; Congressman William L. Wilson; John E. Kenna; Daniel B. Lucas; and "Uncle Joe" Cannon.<sup>6</sup>

Of the men and women who came to entertain with song, story or play, are the names of Alph Burnett, William West, John Stiles, Luke Schoolcraft, Hank Goodman, Milt G. Barlow, Jake Welby, Carroll Pearl, Joseph Gordon, L. P. Benjamin, Martin Hayden, Frank Davidson, Arthur Love, Kittie Rhoads, Pait Rosa, Madam Januschek, and all the long list of other stars whose fame was nation wide.<sup>7</sup>

Among the outstanding plays presented were: "Our Club", December 6, 1882; "A Boy Hero", October 6, 1887; "The Gladiator", March 26, 1891; and "The Fall of Rome", also in 1891. Many ministrals were also given here, the most famous being Gorton's Original New Orleans Ministrals, presented December 17, 1883. All of this has now given way to the modern movies.<sup>8</sup>

6 Brinkman Papers

7 Ibid.

8 Ibid.

## BIOGRAPHIES

## JOHN THOMAS MCGRAW

John Thomas McGraw, born January 11, 1854 in the building that housed the first store of Grafton, was the son of Thomas McGraw, one of Grafton's early settlers. The younger McGraw began his education in the Catholic Parochial School and was taught by James Bell. He read law in the office of John W. Mason and in 1872 began his studies at Yale University. Having graduated at Yale with high honors in 1876, he came back to Grafton and began the practice of law. In the election of 1878, McGraw was elected prosecuting attorney for Taylor County. He gained a reputation as an outstanding attorney in a case involving the wrecking of a train near Thornton. By 1883 he had gained the reputation of being a leading attorney and was appointed Colonel on the staff of Governor Jacob Beason Jackson.

Grafton owes more of its growth to John T. McGraw than any other individual. He successfully organized and put into construction the Grafton and Greenbrier Railroad, he saw the possibility of utilizing the coal and lumber industries by this enterprise, and later he organized the street railways of Grafton, entitled the Tygart Traction Company. The first natural gas and electric utilities of Grafton were founded by McGraw. He encouraged industries to locate in Grafton by buying large shares of stock. McGraw made further advances in business by the establishment of the Grafton Park and built

<sup>1</sup> Brinkman Papers, substantiated by Mayor Charles O. King, present mayor of Grafton and Merle W. Watkins, attorney.

the Williard Hotel. His enterprises were not confined to Grafton for he became the owner of the Webster Springs Railroad and started the Webster Springs Mineral Water Resort.

In 1866 President Grover Cleveland appointed McGraw Internal Revenue Collector for the state of West Virginia. During the year 1912 McGraw was elected as National Committeeman at the Democratic Convention held in Baltimore, Maryland. He seconded the nomination of Woodrow Wilson for President of the United States.

By the end of 1912, the Grafton Bank had failed and McGraw was bankrupt. He made desperate efforts to repay his obligations but failed in this endeavor. On a train enroute from New York to Grafton McGraw succumbed to a heart attack, April 30, 1920. His body was interred in the new Catholic Cemetery. The exact location is not known, as it is not designated by either monument or marker. Nevertheless this man's work is a monument that is remembered by all who live in Grafton.



## AMBROSE SNIVELY

Ambrose Snively was born in Germany, 1832, and came to Grafton in 1852 as a contractor for the Baltimore and Ohio Railroad. Snively built the first three houses on Railroad Street for residences of railroad officials. By 1855, he severed his connection with the railroad and built the first brick yard in Grafton. He contracted and built the infirmary at the Taylor County Farm for the aged. He remodeled the buildings at the Boys Industrial School in Pruntytown. Besides the operation of his brick yard, Snively built most of the business houses, residences and schools in Grafton.

Snively established a brewery in East Grafton in 1858. In the following years he kept up his business as contractor and manufacturer, and in 1884 he built his second brick yard. This plant was operated by machinery and produced 45,000 brick a day. It was located near the Grafton Park. Ambrose Snively gained the reputation of being the best contractor in Grafton, and by the turn of the century he retired from business. He died September 8, 1918.

## JOHN BARTON PAYNE

John Barton Payne was born in Pruntytown, January 26, 1855, and began his career as an assistant to Adolphus Armstrong, Clerk of the County Court of Taylor County. He came to Grafton in 1875 and studied law under John W. Mason. During his time in Grafton he worked as a clerk in Bertrand Kahn's clothing store. The first literary Society in Grafton was organized by John B. Payne, John Thomas McGraw and Milliard F. Compton. McGraw served as president, Payne as secretary, and Compton treasurer. In 1876 Payne accepted the position as bookkeeper of the Ferry and Westerman Shook Manufacturers at Thornton. During his stay in Thornton, he and the late Charles F. Guard organized a debating society. A year later Payne moved to Kingwood and opened an office for the practice of law. While residing in Kingwood, Payne was elected mayor of that municipality. From Kingwood he moved to Chicago, where he gained fame as an attorney. He won high recognition by being chosen president of the Chicago Law Institute and later Judge of the Superior Court of Cook County.

During World War I, President Wilson appointed Payne to settle the shipyard strike on the Pacific Coast, 1917. Payne also served as secretary of the Board of Appeals for the Treasury Department; General Council for the shipping board; Chairman and Council for the Railroad Administration; and was later appointed Secretary of the Interior in President Wilson's cabinet.

In 1921 President Harding appointed Payne Chairman of the Central Committee of the American Red Cross, in which position he served until his death, January 24, 1935.<sup>5</sup>

## BENJAMIN F. MARTIN

Benjamin F. Martin was born in Marion County, October 2, 1828. He graduated from the law school of Allegheny College, Meadville, Pennsylvania in the class of 1854. He then taught school in Fairmont and was admitted to the bar in 1856.

In the same year Martin came to Pruntytown, Virginia and opened an office for the practice of law. He was recognized as one of the outstanding attorneys of his time in Taylor County. He was chosen as a member of the State Constitutional Convention of 1872 and helped frame the present Constitution of West Virginia. During the same year he was appointed a delegate to the National Democratic Convention in Baltimore, where he opposed the nomination of Horace Greely but supported Greely in the campaign.

In 1876 Martin was nominated and elected to represent the Second West Virginia district in Congress and was reelected, this time by 8,000 votes.

When the county seat was removed from Pruntytown to Grafton in 1878, Martin came to Grafton and resided on Main Street. Interested in education, he served as president of the board of education for the Grafton Independent School District for a number of terms. Martin was an advocate for the construction of the Grafton-Greenbrier Railroad between Grafton and Philippi. When this road opened for traffic, February 4, 1884, as president of this carrier, he presided over the celebration at Philippi, where he introduced Colonel Benjamin F. Kelly, leader of the Union troops in the First Inland Battle

of the Civil War. Having fought on the side of the Confederates during this battle, Martin praised his former enemy in his introduction. He retired from public life and died January 20, 1895. His remains were taken to Fairmont for  
6  
burial.

## ANNA JARVIS

Anna Jarvis was born in Webster, near Grafton, on May 1, 1864. She was the daughter of Granville E. Jarvis and Anna Reeves Jarvis. The family moved to Grafton in 1865, where she began her education by attending the Old Central School. She graduated from Broadus College, Philippi, and began her teaching in Central School, 1885. She taught here for seven years. When her father died in 1902, Miss Jarvis and her mother and sister moved to Philadelphia, Pennsylvania. There they resided with Claude S. Jarvis, a brother of Anna and owner of the Quaker City Cab Company.

In memory of her mother, who died in 1906, Miss Jarvis asked the late L. L. Loar to arrange for a Mothers' Day service to be held in the Andrews Methodist Church in Grafton. This service was held in that church on Sunday, May 10, 1908. She devoted most of her time and effort to make this day one of National Remembrance. On May 9, 1916 President Wilson officially proclaimed the second Sunday of May as Mothers' Day. Miss Jarvis still lives in Philadelphia.

GEORGE R. LATHAM

George R. Latham was born in Prince William County, Virginia on March 9, 1832. He was the son of John Latham and Juliet A. Newman, the third of ten children. In 1849 the Latham family moved to Taylor County in northwestern Virginia.<sup>8</sup> Latham established the first school in Grafton in 1853 where he taught until 1859.<sup>9</sup> At the time of his teaching young Latham studied law and was admitted to the bar in 1859.<sup>10</sup> He opened the first law office in Grafton.

During the election of 1860 Latham was one of the few supporters of Lincoln in Grafton. He bought and edited a paper, the West Virginian in behalf of Lincoln.<sup>11</sup> When Virginia seceded from the Union, Latham published the first editorial proposing the formation of a separate state.<sup>12</sup> At the outbreak of war Latham turned his office into a recruiting station and organized the first Union Company in northwestern Virginia. This company later became Company B. 2nd Virginia Infantry. On May 23, 1861 Latham was ordered to Wheeling. After his departure the Confederates occupied Grafton and the citizens of the town advised Mrs. Latham to take down her Union Flag. She replied that Mr. Latham had left it flying when he went away and that so far as she was concerned it should fly until he returned. Latham's Company was ordered back to Grafton and after it was liberated from

- 8 Cutright, W. B., History of Upshur County  
 9 Brinkman Papers  
 10 Cutright, Upshur County  
 11 Brinkman Papers  
 12 Ibid.

the Confederates he took part in the first land battle at Philippi. He was wounded in the Battle of Lee's Spring in August, 1862. During the campaign he received the following orders from Major General Robert M. Milroy, "Destroy every Southern devil's fort and increase the population in hell". He never executed such an order.<sup>13</sup> Latham was mustered out of the military service March 10, 1865 and was brevetted a Brigadier General of Volunteers.<sup>14</sup>

At the termination of the Civil War Latham moved to Buckhannon, West Virginia. Here he was elected to the thirty-ninth Congress for the Second District, serving from March 4, 1865 to March 3, 1867.<sup>15</sup> On April 30, 1867 George R. Latham was appointed United States Minister in Australia.<sup>16</sup> After his service in Australia, he was elected superintendent of Public Schools in Upshur County, and was appointed in 1880 as Supervisor of the Census for the First District of West Virginia by President Hayes.<sup>17</sup> On April 22, 1882 Governor Jacob B. Jackson appointed General Latham Notary Public in Upshur County.<sup>18</sup> This was his last service in public office. He died December 16, 1917.<sup>19</sup>

- 13 Miss Juliet Latham
- 14 Cutright, Upshur County
- 15 Miss Juliet Latham
- 16 Latham Papers
- 17 Brinkman Papers
- 18 Cutright, Upshur County
- 19 Ibid.



## CONCLUSION

Over one hundred years have elapsed since the first pioneers settled at present Grafton. The early settlements, the construction of the railroad, the Civil War, formation of the city government, the beginning and growth of industries, the turn of the century, the first World War, and the Post-War Period have now passed. At the present time Grafton is a thriving city with a population of 7,431<sup>1</sup>. Charles O. King, the mayor, is endeavoring to establish the municipal government on a credit basis. One of the projects of his administration, has been the completion of the new hospital located on Finnigan's Rock near Route 50, officially opened May 12, 1945. The construction of this hospital was begun in 1938. The project was at first financed by issuing city bonds, totaling \$40,000. Through the Works Progress Administration and funds from the operation of the old hospital \$85,000 more was added for defraying the costs. After completing the exterior of the building, additional funds were needed to finish it. Another bond issue, this one for \$40,000 was made, and a loan from the Reconstruction Finance Corporation, amounting to \$160,000, was also used. These loans will be paid through levies of new taxes.<sup>2</sup>

Above the Grafton Park is the Tygart Valley Flood Control Dam, built by the Federal Government at a cost of \$18,300,000.<sup>3</sup>

- 1 West Virginia Blue Book, 1941, p. 724
- 2 Information given by Mayor Charles O. King
- 3 West Virginia Blue Book, 1941, p. 667

Educational advancements have been made during the past few years. A total of \$1,060,000 has been raised by bonds and the Public Works Administration for the erection of new and modern school buildings. The greatest accomplishment of this program was the completion of the new Grafton High School building, 1940. This school rates as one of the best in West Virginia and is located on River Side Drive.

Grafton has today two newspapers: The Grafton Sentinel, (Republican), edited by Earl N. Straight; and the Grafton News, (Democratic), weekly edited by Charles W. T. Lockard. There are three theaters; the Strand, Dixie, and the Brinkman Opera House. Grafton's Public Library is located on Main Street.

4 Office of the Taylor County Board of Education

LIBRARY  
WEST VIRGINIA UNIVERSITY

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- 1 The early city records have no order of classification and they are listed under the headings found.

APPENDIX

APPENDIX A

Mayors of West Grafton

John Adair - 1874  
Dr. Thomas Kennedy - 1876- '78  
Thomas D. Howard - 1879  
John J. Hamilton - 1880  
William D. Mackin - 1881  
Thomas F. Bailey - 1882  
Lloyd L. Wilson - 1883  
Samuel P. McCormick - 1884  
Lloyd L. Wilson - 1885  
William Gould - 1886  
James W. Holt - 1887- '88  
William Watkins - 1890, '91, '92  
William Graham - 1893, '94  
Dr. Thornsbury B. Yates - 1895, '96.

It was under Dr. Yates administration that annexation was effected with Grafton Proper, March 8, 1897.

## APPENDIX B

Mayors of Grafton from the time of its incorporation to the present:

Alexander Menefee, 1856 - '57

Isaac Burton, 1857 - '58

J. J. Warren, 1858 - '59

Samuel Todd, 1859 - '60

Elections were not continued during the Civil War and the town charter was allowed to lapse.

Dr. Thomas Kennedy, 1866

Charles W. Newlon, 1867

Samuel Albright, 1868

William Mallonee, 1869

William A. Turner, 1870

LeRoy Cofran, 1871

Thomas Smouse, 1872

Dr. A. H. Thayer, 1873

Charles F. W. Kunst, 1874

Charles W. Newlon, 1875

Dr. William Grant, 1876

Lewis Haymond, 1877

J. M. R. Johnson, 1878 (Mayor Johnson died in office December 4, 1878 and the town council unanimously elected Lewis Haymond to fill the unexpired term.)

Dr. William D. Grant, 1879 (Resigned and Lewis Haymond filled the term.)

Z. M. Cochran, 1880 - '81

Samuel Albright, 1882 (Moved to Iowa, Resigned office and council elected John L. Heomer to fill the vacancy.)

Lewis Haymond, 1883

John W. Deck, 1884

George W. Brown, 1885

Nicholas Rogers, 1886 - '87 - '88

George W. Chambers, 1889 - '90 - '91 - '92

R. D. Woolford, 1893

George W. Chambers, 1894 - '95

William O. Boyd, 1898 - '99 - 1900 - '01

George F. Green, 1902

Charles H. Straub, 1903

George W. Lowther, 1904

Dr. Earnest L. Love, 1905

Thomas P. Kenny, 1906

John H. McClung, 1907

A. W. Burdett, 1908

James W. Love, 1909 - '10

A. F. McWilliams, 1911

Charles Stolzenfels, 1912

W. M. Watkins, 1913

APPENDIX B (Cont.)

The government changed to a commission form in 1914 and candidates were elected for three years.

Fred C. Graham, 1914 - 1917  
Byron S. Dilworth, 1917 - 1920  
Thomas Cather, 1920 - 1929  
Charles O. King, 1929 - 1935  
E. O. Waugh, 1935 - 1938  
P. F. Gillispie, 1938 - 1941  
C. O. King, 1941 - 1944 - 1945 -





#### APPENDIX D

The following is a list of the first settlers of Grafton:  
Thomas McGraw, John Doonan, Peter Wolfe, Thomas McDermott,  
Peter McManimon, Mitchell Moran, James Whelan, Alexander Shaw,  
Michael Boland, John Kenney, James Mularkey, Martin McCabe,  
Genue Wheeler, John Carr, Michael Moran, Frank Stone, Miles  
Himan, Ambrose Snively, William Loftus, James Weeling, Henry  
O'Leary, Henry Wolfe, Dr. Matthew Campbell, John Wilch,  
Joseph Britt, Moss Jaco, Addison Walters, John Devine,  
John Skelley, John Wanstreet, Patrick Burns, Michael Keenan,  
John Murphy, Pascal Lucas, Robert Cook, Thomas Dolan, Michael  
Hussian, John Fahey, Patrick Barrett, Thomas Howley,  
R. Mackin, Patrick Skelley, Thomas Fallon, Michael Lyons,  
John Cannon, Harrison Jaco, Dr. E. H. Menefee, George Payne,  
Henry Gerkin, Rodger Dougherty, James Manion, John Pickett,  
Peter Fahey, Hugh McLaughlin, Michael Lannon, James Kennan,  
Patrick Vameney, Michael O'Conner, Fredrick Gerkin, Patrick  
McLaughlin, Michael Donohue, and Henry Cleggett. 1

## BIOGRAPHY

Joseph Franklin Snider, son of Arthur E. Snider and Mary Coyner, was born March 22, 1912 in Buckhannon, West Virginia. Beginning his education in 1918 at the Woodford School of Grafton, he graduated in 1928 from the Flemington Grade School. Having completed his secondary education at Simpson High School, he entered Fairmont State Teachers College, from which he was graduated with the Bachelor of Arts Degree in June, 1937. In September of 1937 he enrolled in the Graduate School of West Virginia University, where he specialized in American History under the supervision of Dr. Charles H. Ambler. He is married and at the present time is employed by the Taylor County Public Schools.

APPROVAL OF EXAMINING COMMITTEE

F. P. Hammer  
Thomas E. Eavis

Saporeson

Carl W. Johnson

C. H. Ambler  
(Chairman)