

# Getting Out of Town: Morgantown's Interstate Connections



**OLLI @ WVU – Winter 2012**

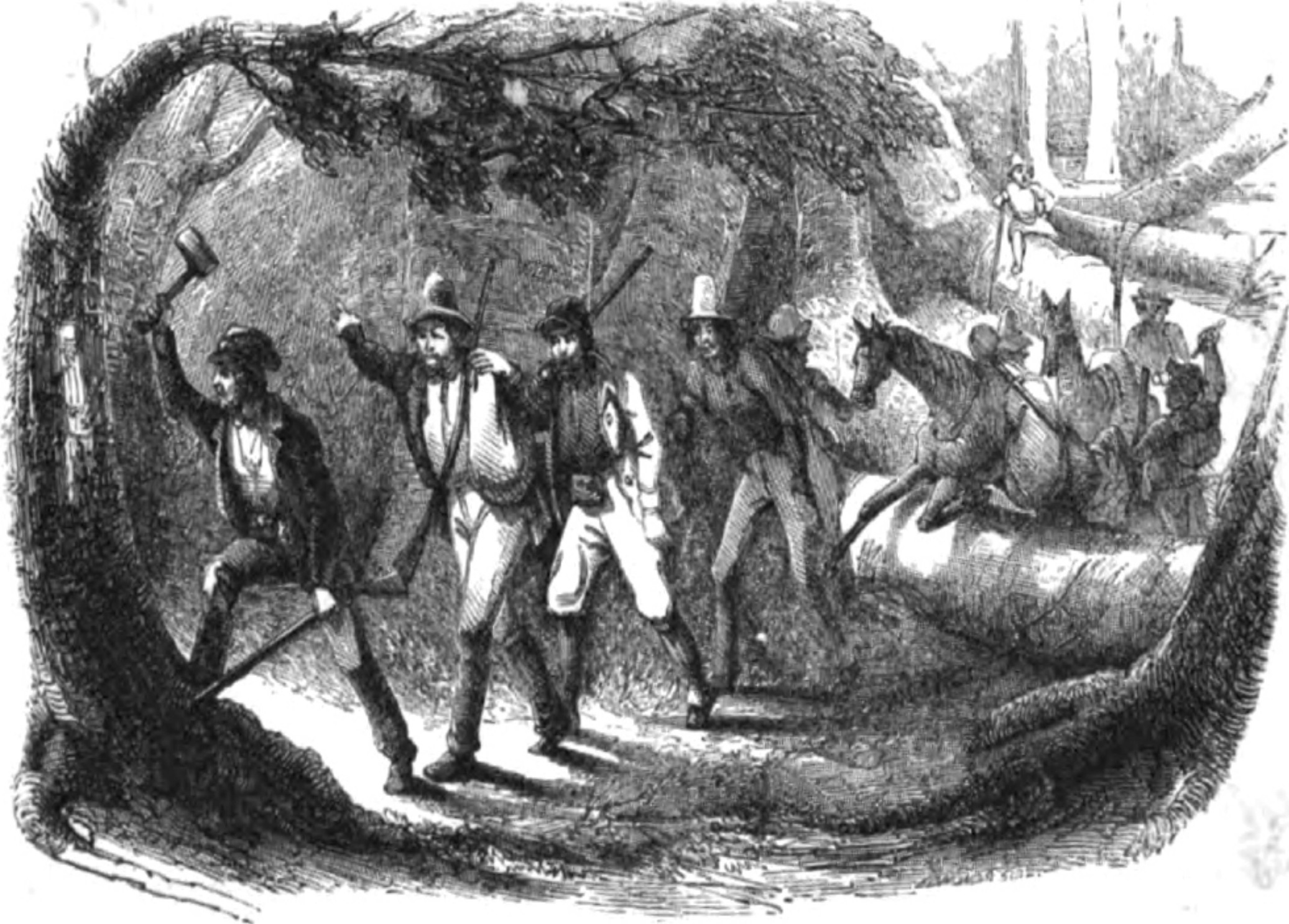
**Wally Venable**

**Mechanical & Aerospace Engineering, WVU**

**My website**

**[Www.Wallace-Venable.name](http://www.Wallace-Venable.name)**

**No class 10 February**



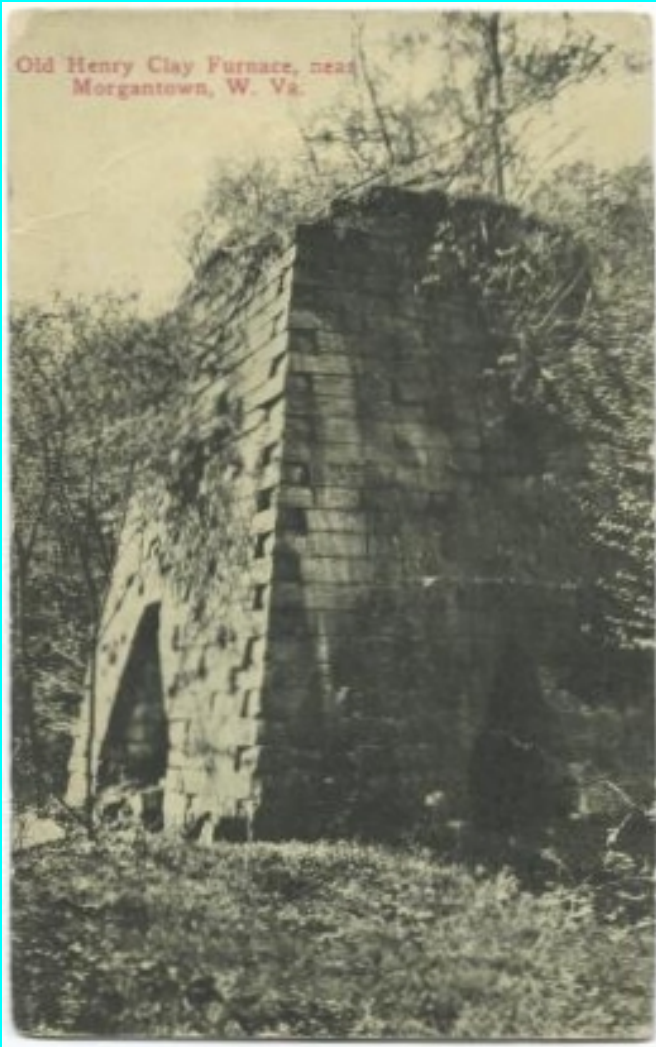
**THE MARCH.**

# Early Road Building in Virginia

In Virginia roads were the responsibility of the County Court. Counties were divided into road precincts, roughly corresponding to later magisterial districts. Each man between 21 and 50 years of age (except paupers) was obligated to work on the roads of his precinct at least 2 days between 1 April and 1 September. He could not be required to work more than 4 days except in case of an emergency. He could buy out at \$0.75 to \$1.25 per day. Road building days were frequently mostly a social event.

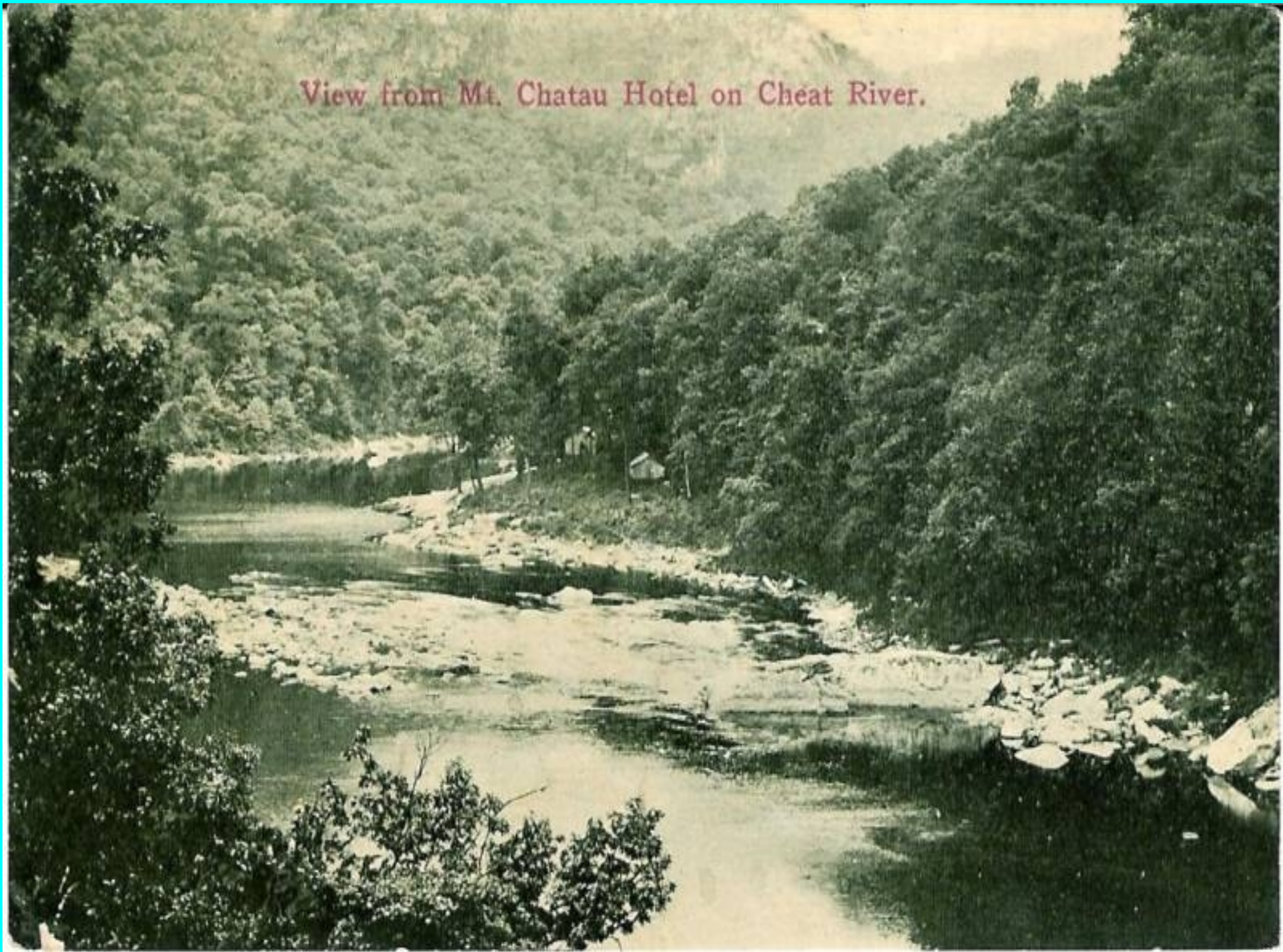
*Yesterday and Today (WV DOH)*

# The Iron Region



- Roughly 1810 through 1860
- Battles of Lake Erie & New Orleans
- Mostly charcoal & "bog iron" ore
- Water & later steam draft
- Up to 10 tons of iron per day
- 2000 people in Cheat valley, 500 in Morgan Town

View from Mt. Chatau Hotel on Cheat River.





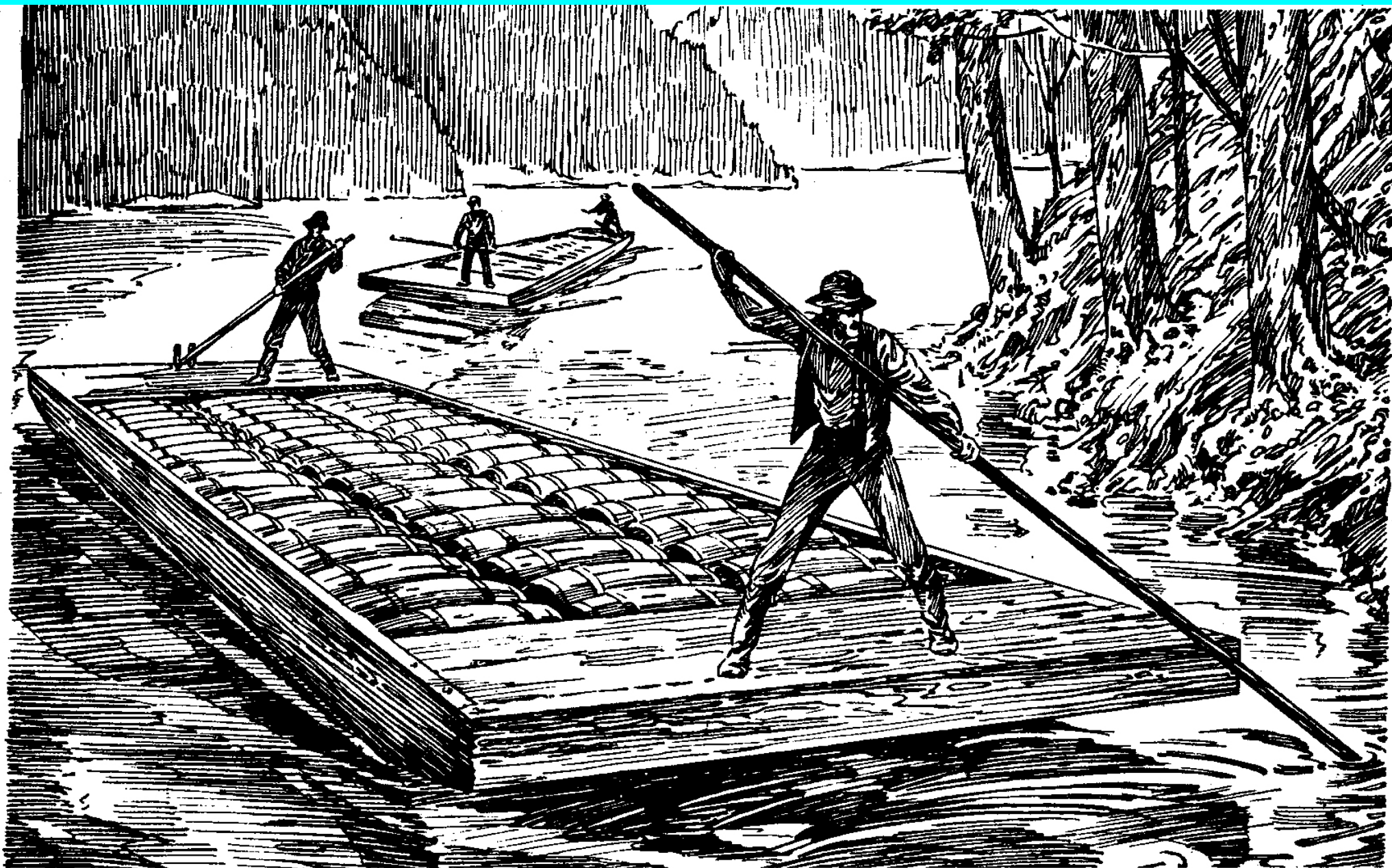


Fig. 42. Flatboats loaded with rye whiskey proceeding down the Monongahela River. (From Felix Robinson's *Tableland Trails*, vol. 2; courtesy Joseph A. Gluck.)

# Steamboats

- ***New Orleans*** – 1811
- ***Reindeer*** - 1<sup>st</sup> to Morgantown – 29 April 1826
- ***Globe*** to Fairmont - \$1000 prize – 1850
- 1850 to 1872 steamboats reached Fairmont 10 times

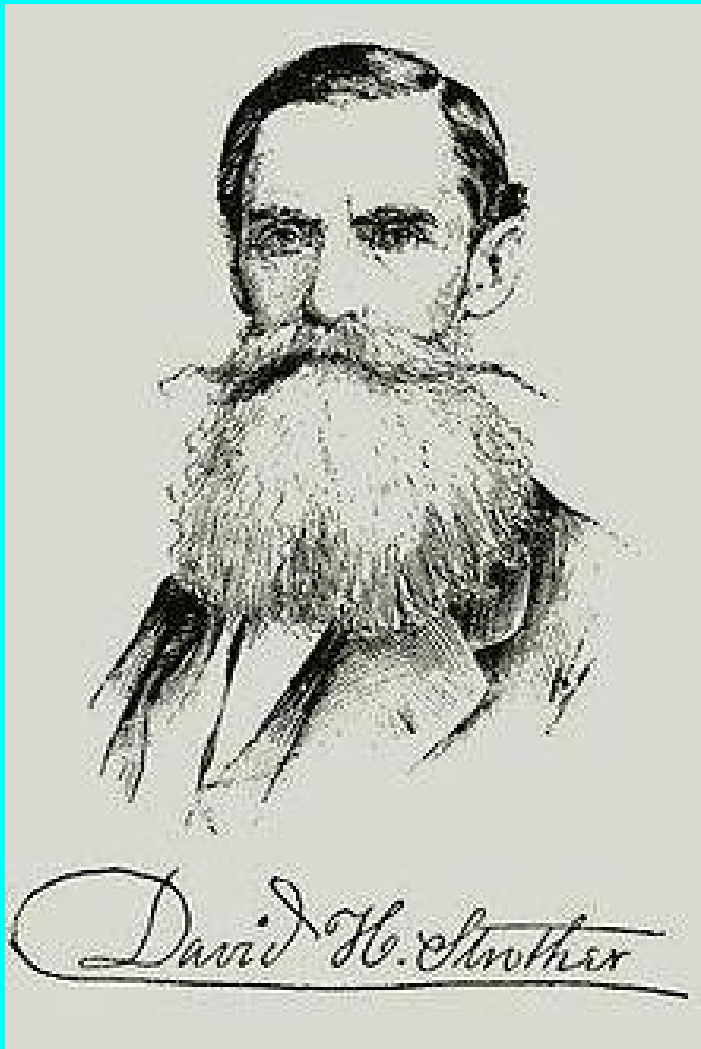
# River Improvements

- Pennsylvania river commission – 1814
- Virginia Assembly – Monongahela Navigation Company – 1817
- Jackson's West Fork navigation
- Pennsylvania – Monongahela Navigation – 1841 Built Locks 1 & 2
- Second Virginia charter of a Monongahela Navigation Company - 1847

# The Turnpike Era

- The National Road c. 1812
- Northwestern Turnpike incorporated by VA Legislature in 1827 planned Winchester to Parkersburg - completed to Clarksburg & Parkersburg in 1838 at a cost of \$400,000
- Local turnpikes – Kingwood Pike, Brandonville Pike

# David Struther – "*Porte Crayon*"



1816 – 1888

American magazine illustrator  
and writer

Born Martinsburg, Virginia

Studied art Philadelphia, New  
York, Europe

# Virginia Illustrated

## HARPER'S NEW MONTHLY MAGAZINE.

No. LVII.—FEBRUARY, 1855.—VOL. X.



EN ROUTE.

### VIRGINIA ILLUSTRATED.

ADVENTURES OF PORTE CRAYON AND HIS COUSINS.

Second Paper.

E come il ciel rigò col novo raggio  
Il sol, dell' aërea luce eterno fonte:  
Su. Su. gridaron' tutti; e' lor' viaggio  
Ricominciâr con voglie ardite e pronte.—Tasso.

ONCE more upon the road! The horses, seemingly tired of inglorious ease and golden oats, trotted along at a jolly pace, expressing their satisfaction in alternate snorts; the coachman flourished his whip with such hearty goodwill that the fuzz flew at every crack; the girls chattered and sang in a manner betokening the highest exhilaration. Porte Crayon alone sat pensive and abstracted. His voice mingled not in the gleeful chorus, and to Mice's frequent exclamations, "Mass' Porte! da's a squirrel—Mass' Porte! da's a crow," he paid no attention. Presently a light hand tapped him on the shoulder. "Cousin, are you asleep? or what has befallen you?"

"I am not asleep, Cousin Dora; and the cause of my hidden grief can never be made manifest. I fear it is beyond the comprehension of you girls."

"Indeed!" cried they, indignantly, "what unparalleled assumption! as if any secret was beyond our comprehension."

"Pish," said Fanny, "I would not give a brass thimble to hear one of Porte's secrets. I

suppose he has lost a favorite lead-pencil, or something of equal importance." And so saying, she looked out of the carriage window with as much *nonchalance* as she could assume.

"I always did despise secrets," said Dora. "I never read one of these mysterious novels but I turned over the leaves to find out the secret before the characters in the book knew it."

"But, Cousin Porte," said Minnie, with her most winning smile, "it seems to me that when persons are traveling together, all the joys and sorrows of the trip should be common property, and that it is selfish, or at least ungenerous, for any one to appropriate exclusively either the one or the other."

"So pretty a speech, Cousin, deserves a better return than I shall be able to make; for, in truth, like Canning's Poor Knife-Grinder, I have no secret to tell. Indeed, if I had not been taken off my guard, I should have been tempted to invent one to satisfy you."

"Now," said Minnie, "I suspect you are wishing yourself back in the cave."

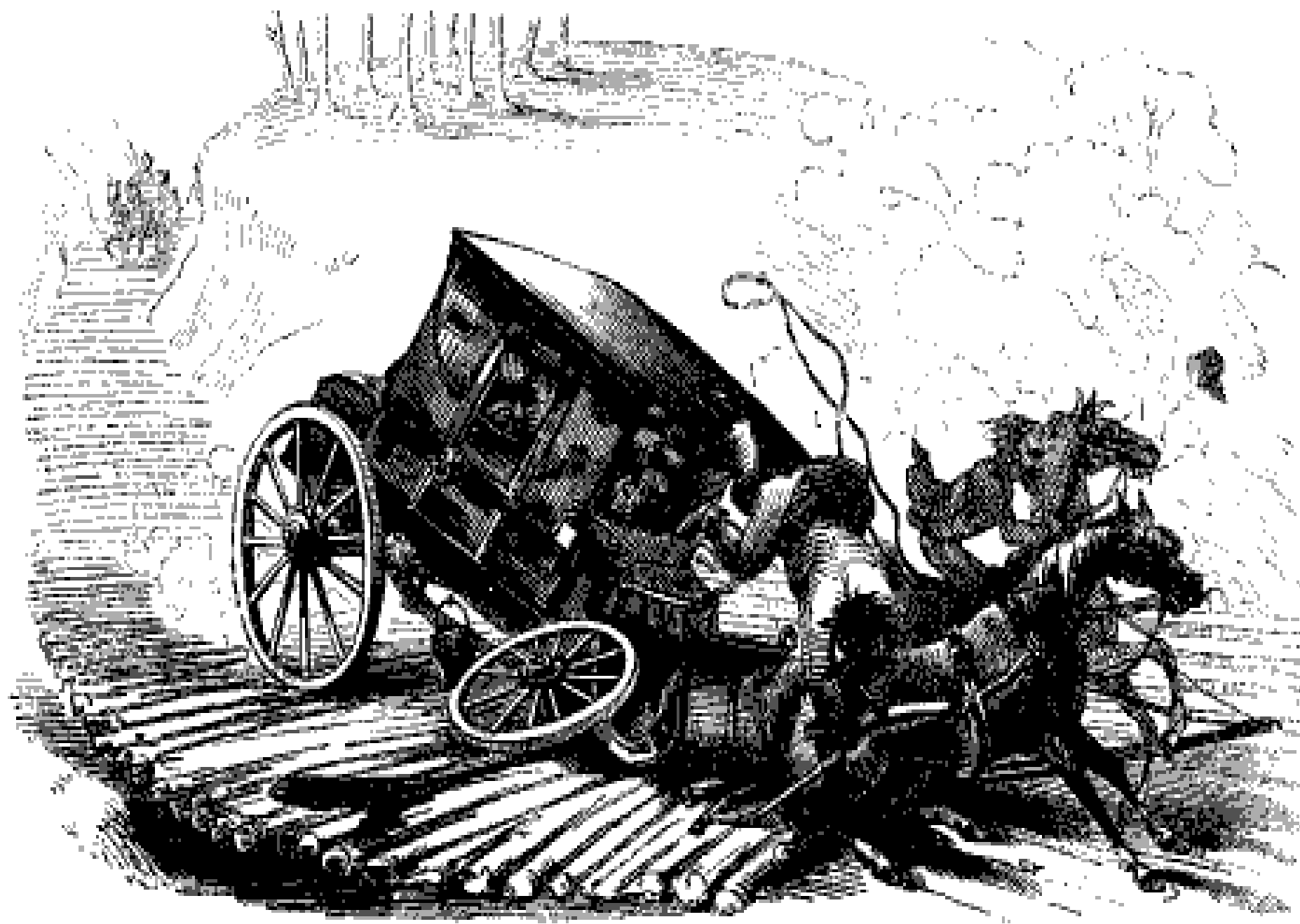
"That was a shrewd guess, Miss Minnie, and very near the truth; for I have been ill satisfied with my success in subterranean sketching, and would fain have had a few more trials. But it is just as well as it is, probably, for if I had remained a month, I do not know that I should have succeeded better. When I compare the soul-filling grandeur of the original with these bits of scratched and smutted paper which I

Entered according to Act of Congress, in the year 1854, by Harper and Brothers, in the Clerk's Office of the District Court for the Southern District of New York.

VOL. X.—No. 57.—T



**STUCK FAST IN THE MUD.**



RAILROAD ACCIDENT.



THE SNOW-STORM.



LYNCHBURG TEAM.



THE DROVES.

# Crossing Streams



THE FORDING.

# Ferries

## LAWS OF VIRGINIA, OCTOBER 1792

Chap. 52. - An ACT reducing into one the several acts for the settlement and regulation of ferries. (Passed December 26, 1792).

1. Be it enacted by the general assembly, That ferries be constantly kept at the places hereafter mentioned, and at the rates annexed to each ferry,.....
2. The rates of ferries kept opposite to those above mentioned, shall be governed by the same rates and rules.

3. The transportation of the following things shall be at the rates following: For every coach, waaggon, chariot, and the driver, the same as for six horses. For every four wheeled chaise, phaeton, and driver, the same as for four horses. For every two wheeled riding carriage, the same as for two horses. For every hogshead of tobacco, the same as for one horse. For every head of neat cattle, the same as for one horse. For every sheep, hog, goat or lamb, one fifth part of the ferriage for one horse.

4. If the keeper of any ferry or toll-bridge shall demand and take from any person, a greater sum for the ferriage or toll, than is allowed by this act, such offender shall forfeit to the person so overcharged, the ferriage or toll demanded and received, and two dollars for every such offense; recoverable before any justice of the peace of the county.

# Ferries on the Ohio river and its branches.

For Man	For a Horse	(Cents.)
4	4	

- From the lands of Jesse Martin, across Monongahela, to the land of James Hord, on the opposite shore.
- From the land of Jesse Martin, across Monongahela, to the shore of David Scott.
- From the lands of James Cleland, Monongalia, across Cheat river.
- From the lands of Andrew Ramsay, Monongalia, across to William Morgan's, and from Morgan's to Ramsay's, the same.
- From the lands of Dudley Evans, Monongalia, over Monongahela river, to the lands of George Wilson.
- From the lands of John Collins, Monongalia, over Monongahela, at the mouth of Robinson's run, opposite.



A pioneer ferry. (Sketch by Diane Lenhart.)

# County Court Gets Ferry Regulation

By an act of the Virginia general assembly on January 17, 1807, the future regulation of ferries was relegated to the county courts.

# Collins Ferry

(1933 topo)



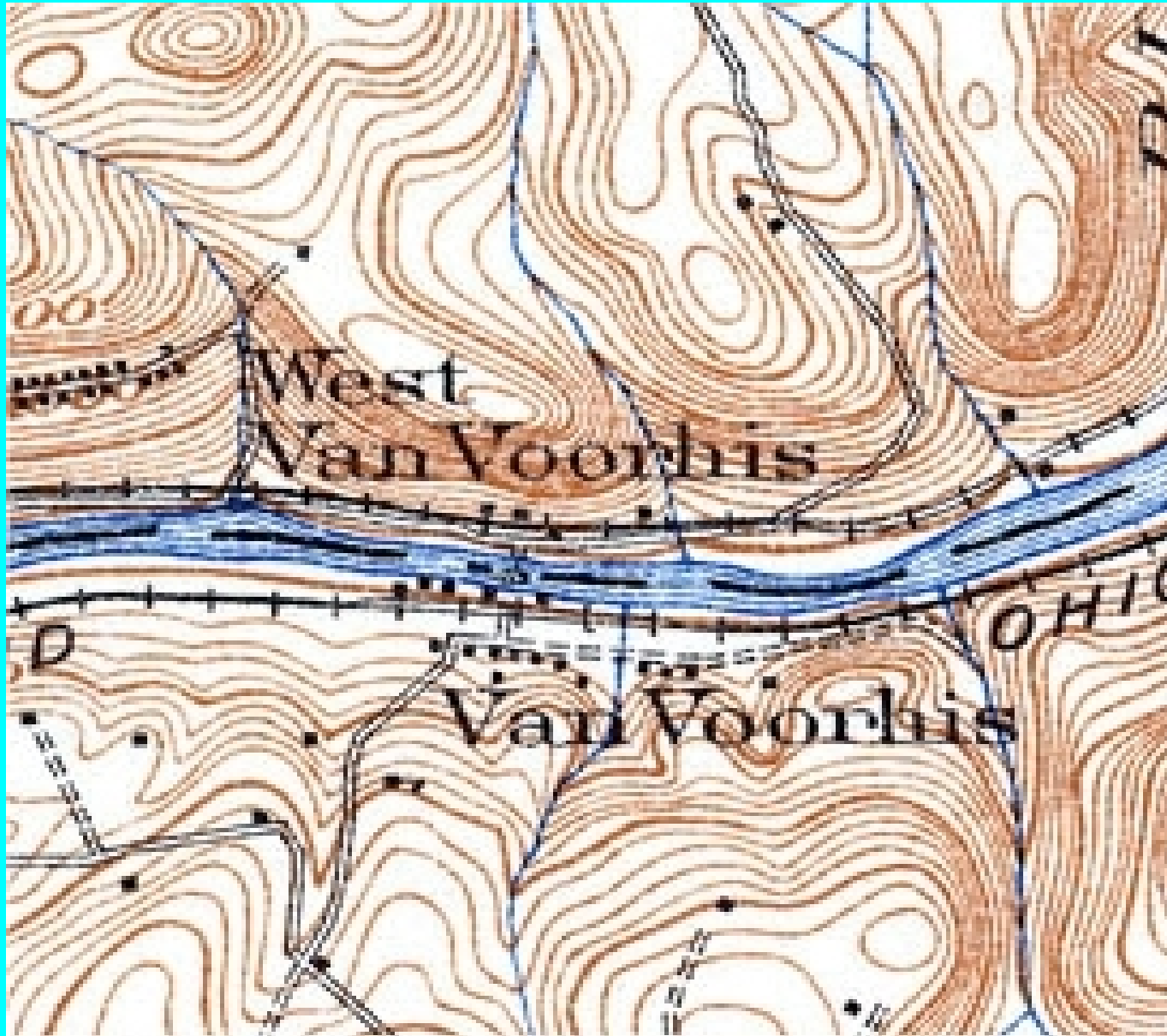
# Fort Martin Ferry

(1933 topo)



# Van Voorhis Ferry

(1933 topo)

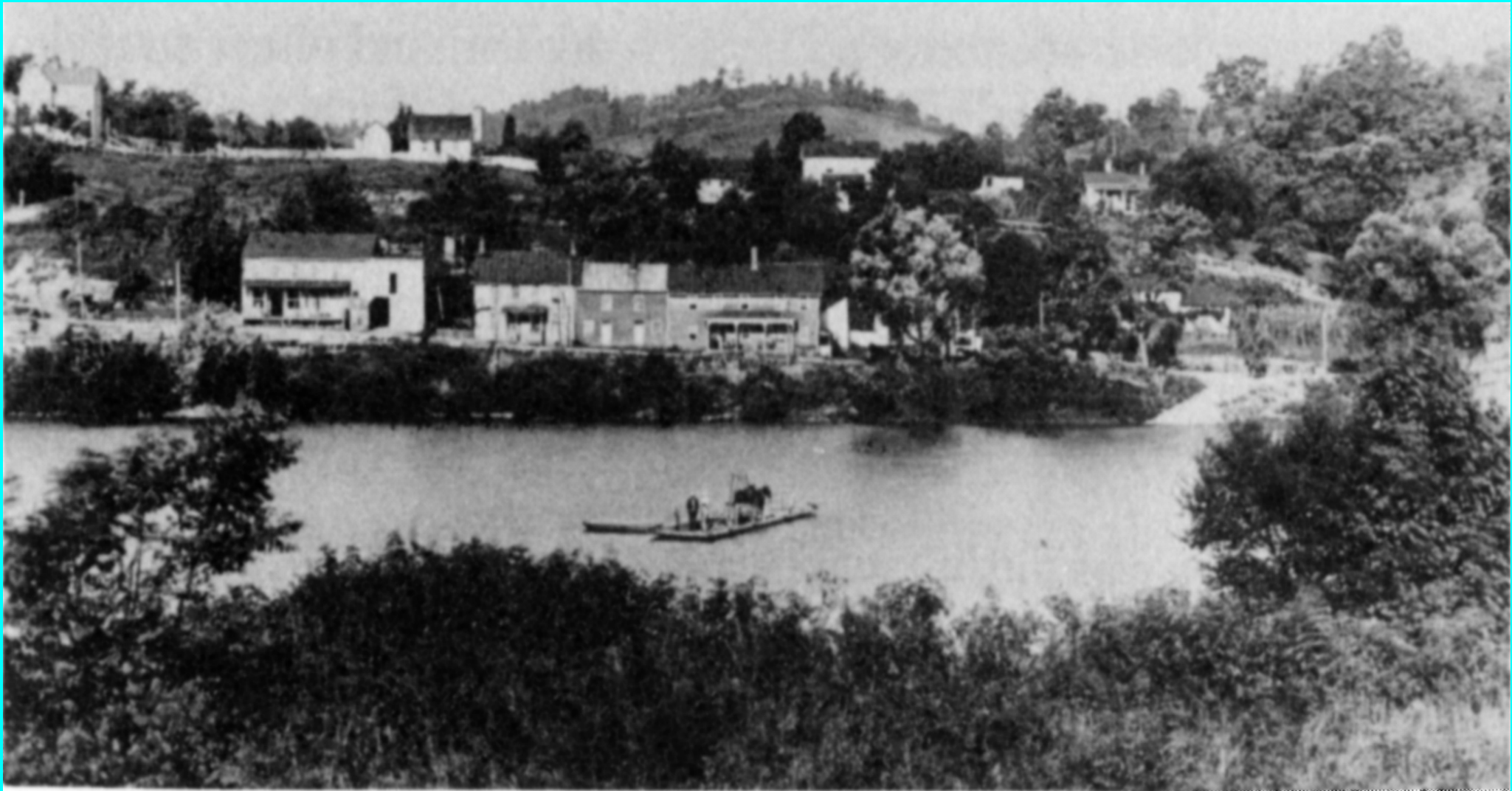


# Jimtown Ferry

(1933 topo)



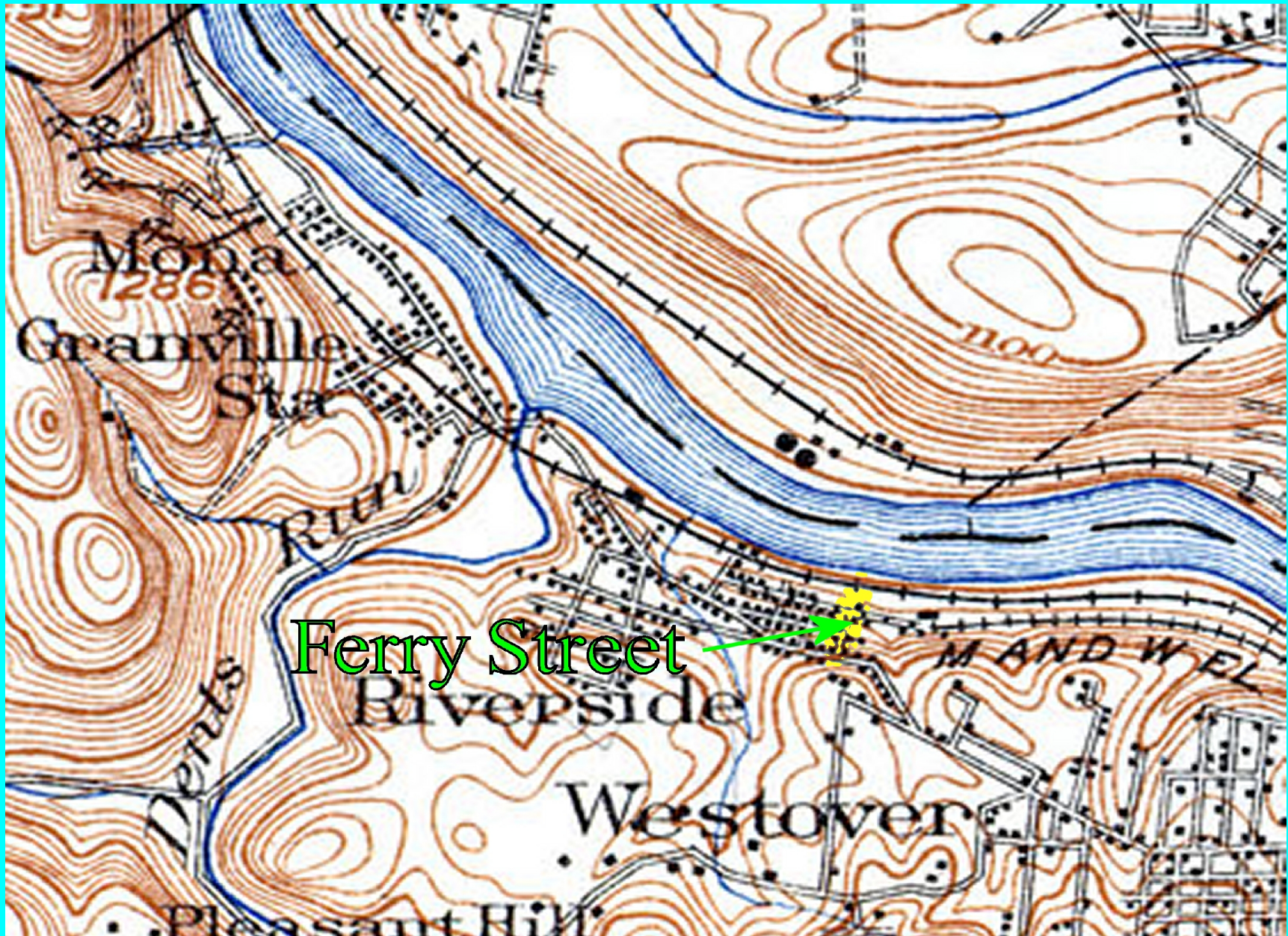
# Jimtown Ferry (later called Star City Ferry)



Crossing the river at Jimtown.

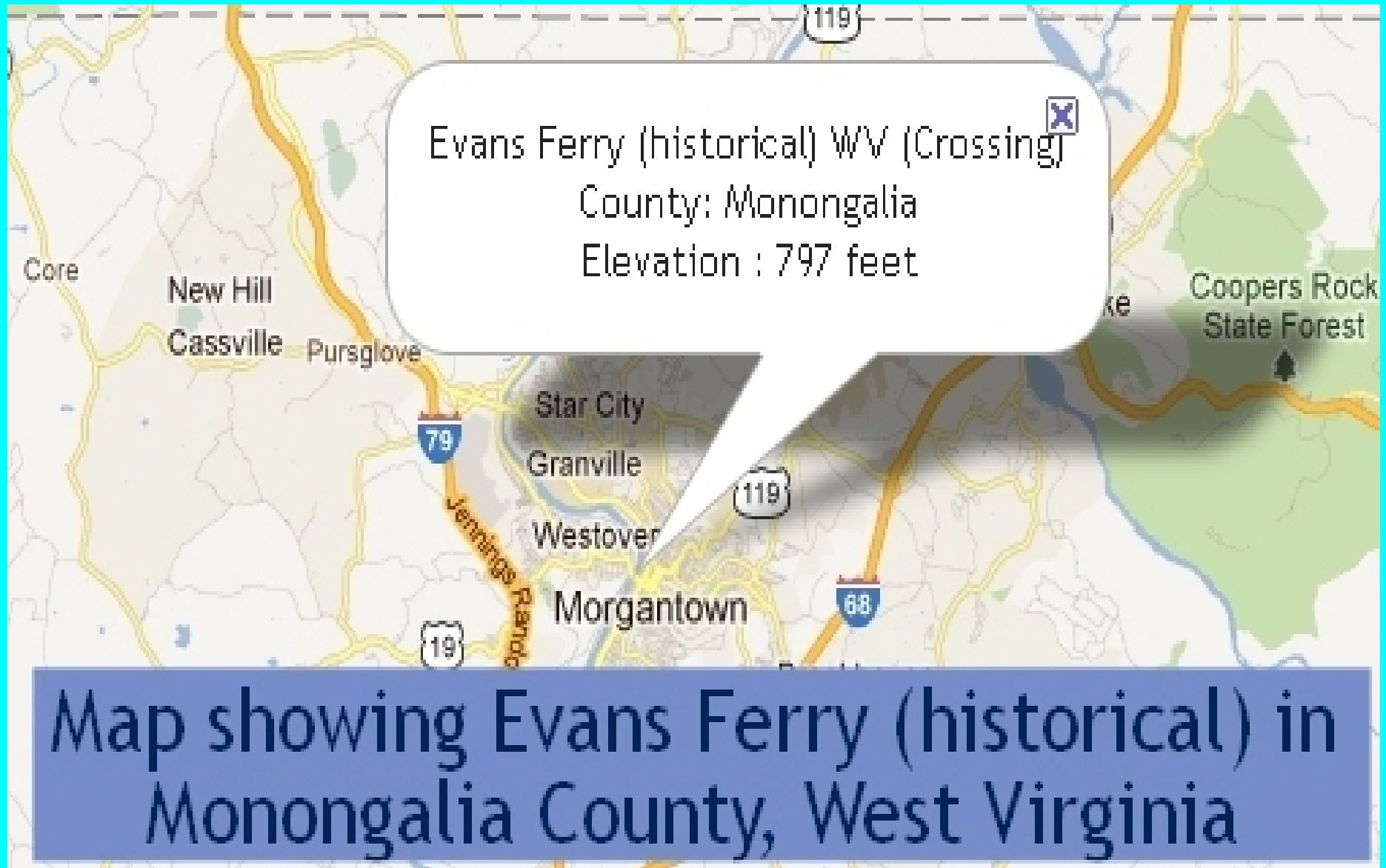
# Evans Ferry

(1933 topo)



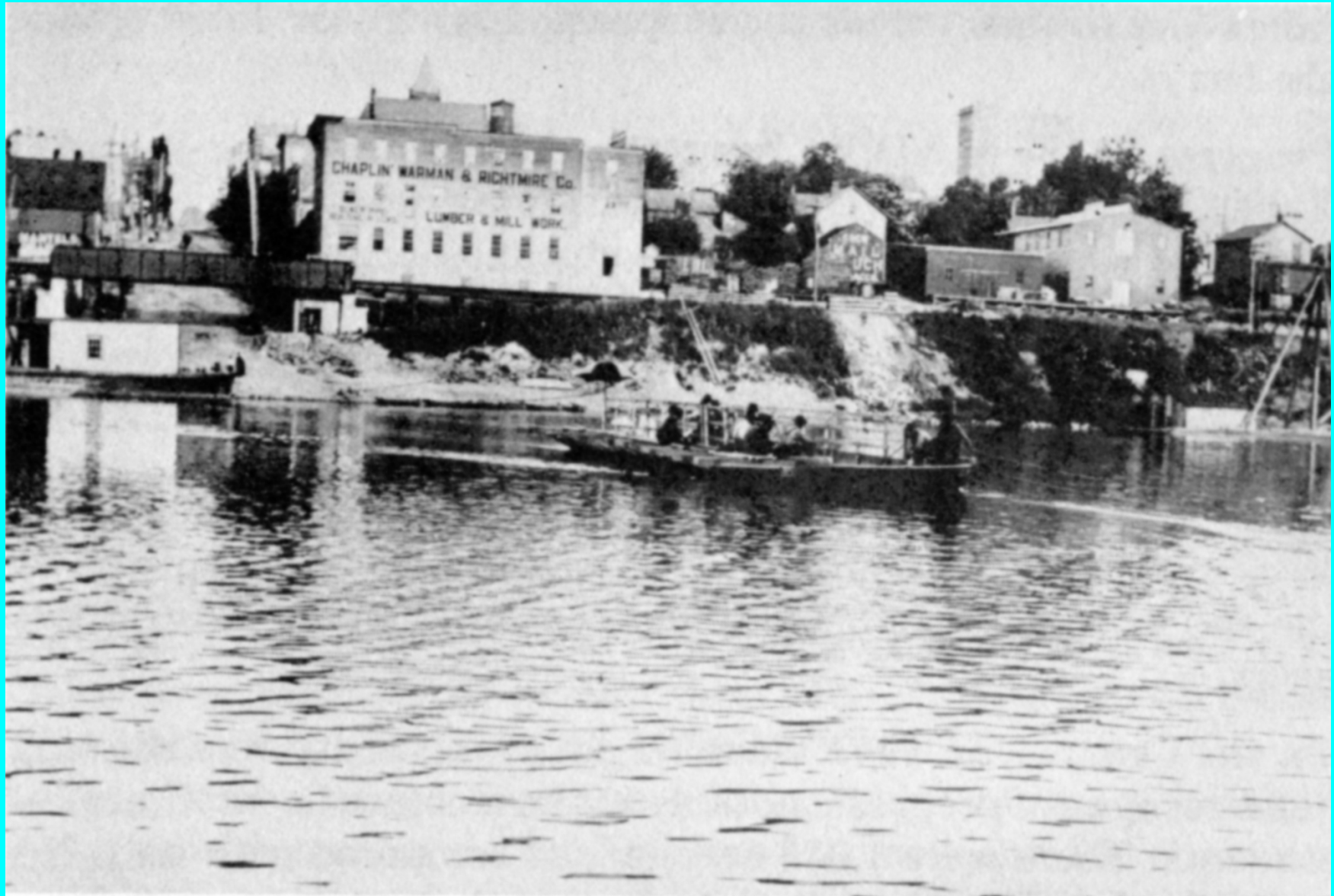
# Evans Ferry

(Internet)



Map showing Evans Ferry (historical) in Monongalia County, West Virginia

# Morgantown Ferry



Crossing the river at Morgantown during construction of the new bridge.



# Lowsville-Opekiska Ferry

(1904 topo)

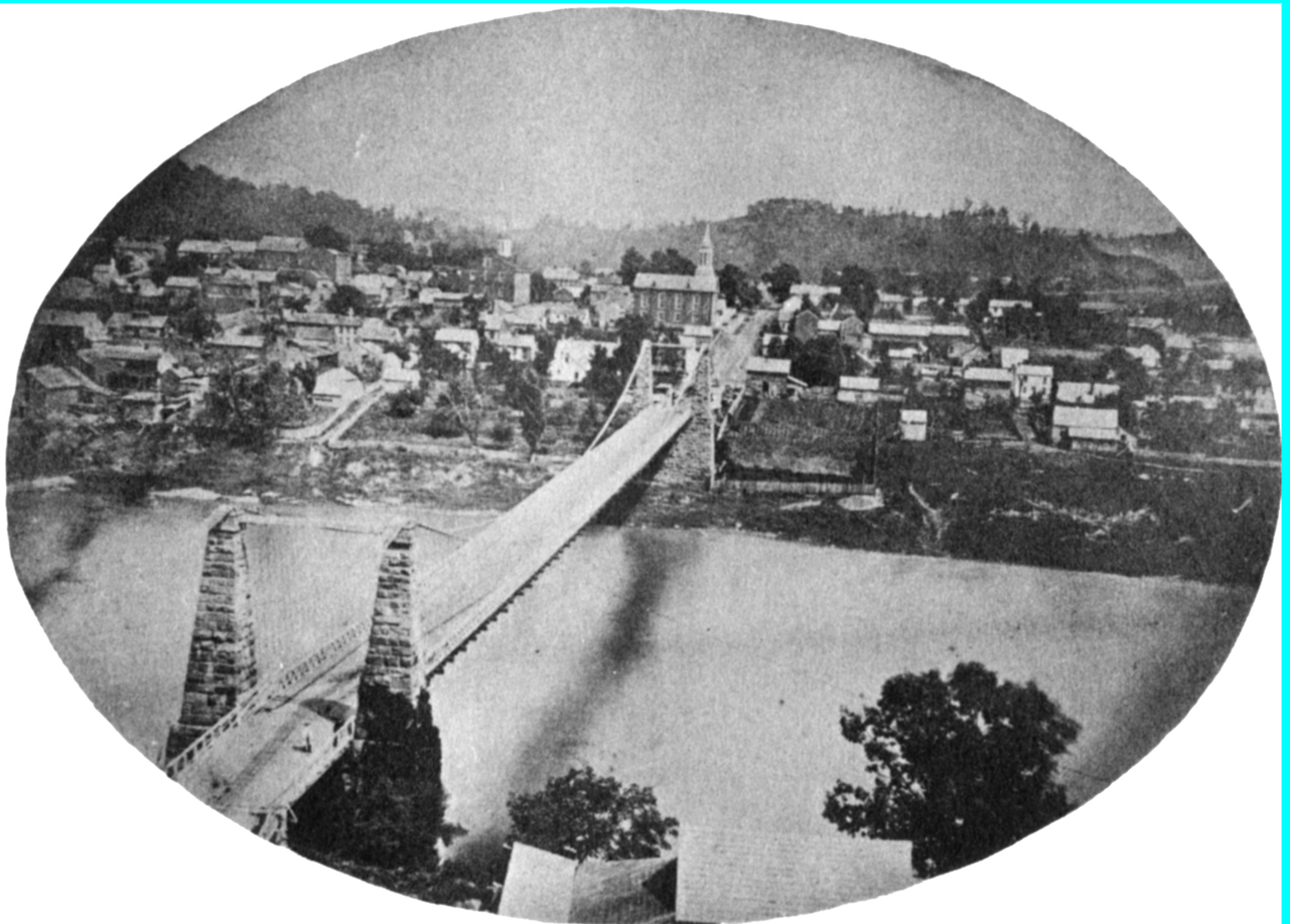


# Bridges

- Core - bridges began to span creeks and runs not later than 1800.
- The first bridge across Dunkard Creek at Statlerstown was constructed in 1846, to eliminate a very dangerous fording place for traffic on the Dunkard Creek Turnpike.

# Morgantown Suspension Bridge

- March 11, 1850, VA General Assembly created the Morgantown Bridge Company
- December 16, 1854, the bridge was completed, having cost nearly thirty thousand dollars.
- Rates of toll were fixed, ranging from one cent per hog and three cents per pedestrian to fifteen cents for a one-horse vehicle and fifty cents for a four-horse vehicle.



Morgantown suspension bridge, built 1854

Given the State of the  
Transportation System, Why  
Would You be Coming From,  
or Going To, Monongalia  
County in 1850?

# Railroad Construction

- Not here, but .....

# Steamboats

- ***Globe*** to Fairmont - \$1000 prize – 1850
- 1850 to 1872 steamboats reached Fairmont 10 times
- Railroad supplies brought to Morgantown on steamboats – then waggoned to construction sites

Given the State of the  
Transportation System, Why  
Would You be Coming From,  
or Going To, Monongalia  
County in 1865?

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