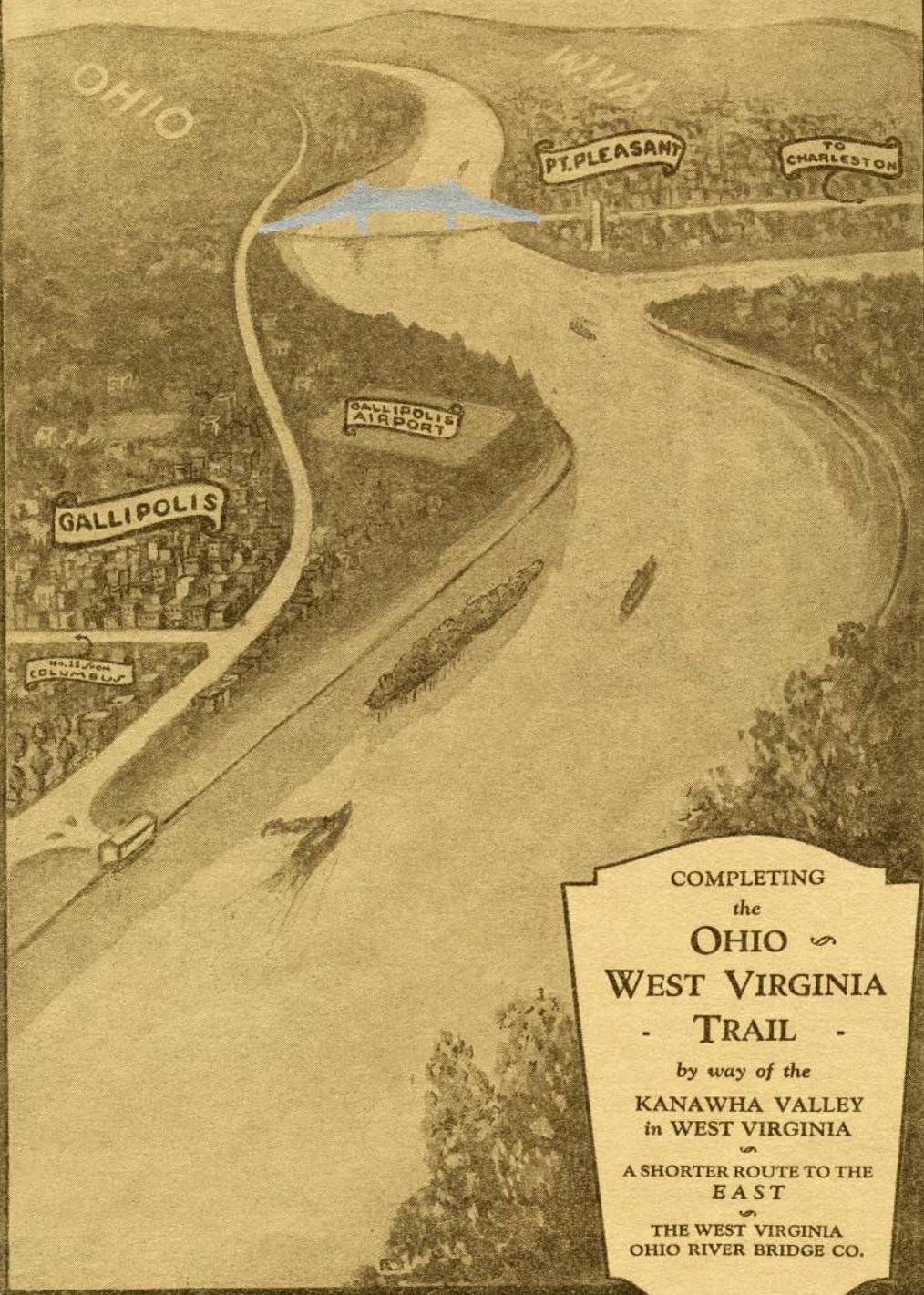


# Silver Bridge

OVER THE OHIO RIVER



COMPLETING  
the  
**OHIO** *Ω*  
**WEST VIRGINIA**  
- **TRAIL** -  
by way of the  
KANAWHA VALLEY  
in WEST VIRGINIA  
*Ω*  
A SHORTER ROUTE TO THE  
**EAST**  
*Ω*  
THE WEST VIRGINIA  
OHIO RIVER BRIDGE CO.

# THE MILLION DOLLAR GALLIPOLIS PT. PLEASANT BRIDGE

THE Gallipolis-Point Pleasant "Silver Bridge" is so new in its engineering conception that it is attracting world-wide attention. It is a two-way vehicular bridge of the suspension type, but instead of the usual woven-wire cable, the bridge is suspended on heat-treated eye-bar chains. It is the first bridge in America of this design and the second in the world. The quality of steel used in the eye-bar chains is of the very highest. It has a tensile strength of 150,000 pounds per square inch, which allows a safe stress far in excess of ordinary structural steel.

The total length of the bridge is 2235 feet. On either side approaching the suspended spans is a 200' anchorage and a steel-plate, deck-girder span 148' 9" long. The suspended structure consists of two side spans 380' long, and the main channel span 700' long and 102' above zero gauge or low water in the Ohio River. The bridge has a roadway 22' wide and a 5' 6" sidewalk. This bridge was built in less than one year from the time work started upon it,—a record for the designer and builder.

This is the first bridge in the world to be painted with aluminum paint. The silver-like effect of this paint, flashing from the steel work of the bridge, is responsible for its unique name. It will be illuminated at night by flood lights specially designed for it, which throw it into bright relief against the darkness.

Total cost of the bridge was \$1,200,000.

## The WEST VIRGINIA OHIO RIVER BRIDGE CO. OWNERS

*Incorporated under the laws of Delaware*

DR. CHARLES E. HOLZER, Gallipolis, O.	- - - - -	President
WALTER A. WINDSOR, Point Pleasant, W. Va.	- - - - -	Sec'y-Treas.
MCLAUGHLIN, MCAFEE & Co., Pittsburgh, Pa.	- - - - -	Bankers
MACKUBIN, GOODRICH & Co., Baltimore, Md.	- - - - -	Bankers
THE J. E. GREINER Co., Baltimore	- - - - -	Designing Engineers
PROF. CLYDE T. MORRIS, head of the Department of Engineering, Ohio State University	- - - - -	Consulting Engineer
GENERAL CONTRACTING Co., Pittsburgh	- - - - -	Contractors
AMERICAN BRIDGE Co., Pittsburgh	- - - - -	Steel Construction
ALUMINUM COMPANY OF AMERICA	- - - - -	Aluminum Paint
GENERAL ELECTRIC Co.	- - - - -	Flood Light System

# The Beautiful River's MOST BEAUTIFUL BRIDGE



**F**LASHING in the sunlight—white columns supporting the giant lacework of steel—coated with a silvery surface—delicate — strong — beautiful . . . the Gallipolis-Point Pleasant Bridge is one to excite the admiration of the beholder. This perfectly symmetrical structure, arched gracefully across the Ohio River, suspended on chains in long, lovely curves high above navigation, is a thing of majestic beauty.

Located a few feet above the mouth of the Great Kanawha River, it points the traveler up the narrow gorge through scenes of primeval splendor, to Charleston, West Virginia's capital.

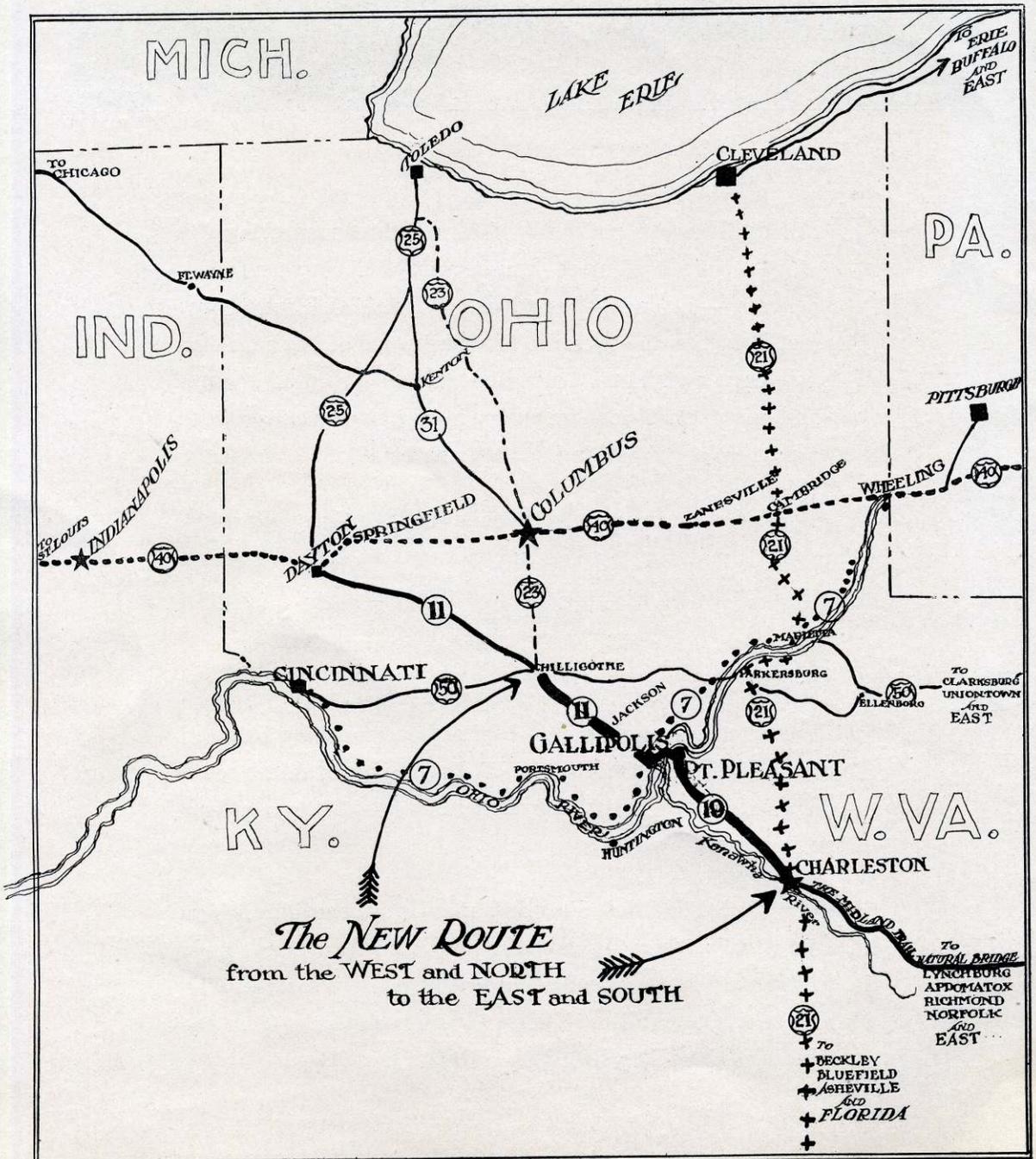
It is a new magnet for motor traffic eastward. Strategically located for quicker inter-capital transportation between Columbus, Ohio, and Charleston, W. Va., it is on a direct route linking cities of the west and north to those of the southern Atlantic coast.

The Gallipolis-Point Pleasant span is a beautiful bridge in a beautiful setting. It embodies new and improved methods in bridge design and bridge engineering. It expresses the ideals of the communities it joins. It links old trails from the East to the Inland Empire. It is a dream come true.

# A Shorter Route to the East

SILVER Bridge is the final connecting link in the new route to the East over the Ohio-West Virginia Trail. This route cuts off many miles from the distance for motor traffic between Midwestern states, Central Ohio and the southern Atlantic seaboard. The Ohio-West Virginia Trail is the route from Chillicothe, Ohio, to Charleston, W. Va., and completes the most direct inter-capital route between Charleston and Columbus.

Highways along the route in Ohio and West Virginia are in excellent condition, most of the road being of recent construction. Sixty miles of the Trail traverse the beautiful Kanawha Valley in West Virginia. The route forms a short cut from the Old National Road in the north to the Midland Trail through the south.



# Accessibility and Convenience of the New Route

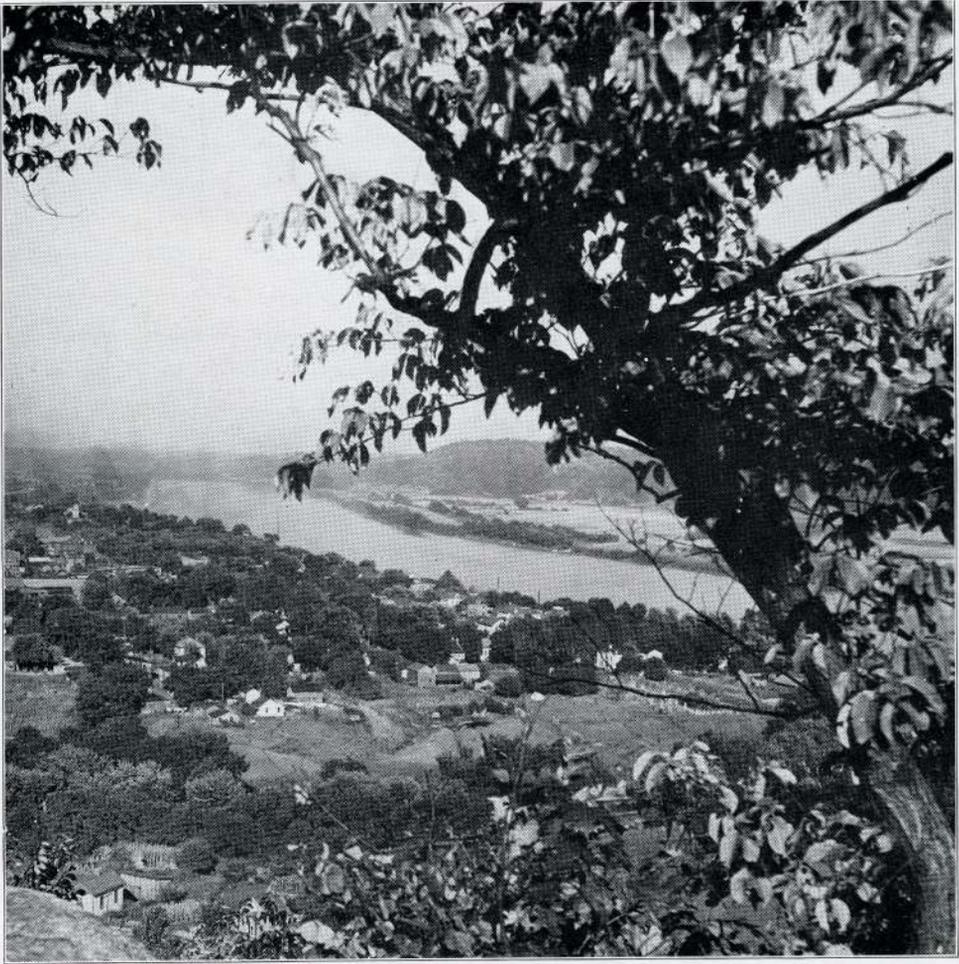
THE Ohio-West Virginia Trail proper extends from Chillicothe, Ohio, southeastward to Charleston, West Virginia. Extensions branching from Chillicothe open it to all the trans-continental traffic of the northern United States, which may be shifted to a southern trans-continental route, quickly and conveniently by swerving southeastward. The Ohio-West Virginia Trail brings the northwest states closer to the southern Atlantic seaboard. It also completes a more direct North-South route from Toledo to the Gulf of Mexico.

State route 11 forms the Ohio section of the route. From Chillicothe it extends southeast to Gallipolis on the Ohio River. Here the route strikes the Ohio River road leading to the Gallipolis-Point Pleasant bridge. From Point Pleasant, in West Virginia, the route follows the Kanawha river along West Virginia route 19 to Charleston, capital of the state.

Extension of the diagonal along Ohio's highways crosses three trans-continental routes. They are The Lincoln Highway, The National Old Trail, The Atlantic and Pacific Highway. At the southeastern end the new route connects with the trans-continental Midland Trail.

Feeders lead into the new route from Ohio and West Virginia making it accessible from all parts of these states. Route 11 from Chillicothe extends to Dayton and the National Trail. U. S. Route 50 crosses the Ohio-West Virginia Trail at Chillicothe from Cincinnati to the west. U. S. Route 23 feeds it at Chillicothe from Columbus and Toledo to the north. State route 7 along the Ohio River crosses it at Gallipolis. In West Virginia it is crossed by state route 62 along the Ohio. State route 2 crosses it at Charleston and extends southward to Logan. U. S. route 21 crosses it at Charleston and extends southward through Beckley and Bluefield to Florida. At Charleston the route strikes The Midland Trail, U. S. route 60 across the mountains eastward to White Sulphur Springs, historic Virginia, to Washington, Richmond and the Atlantic Coast.

The convenience of the Ohio-West Virginia Trail is readily apparent. It permits quick shifting from northern to southern routes. The diagonal direction saves time and distance. By following the Kanawha valley the mountain passage is rendered less strenuous. It avoids delays and irritations attendant upon passage through many congested manufacturing centers. It shortens the distance from capital to capital, from Columbus to Charleston, to 170 miles.



*View of Gallipolis and Ohio River  
from Garfield Heights.*

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# SCENIC REGIONS of the OHIO and GREAT KANAWHA VALLEYS

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ONE of the chief advantages of the new route is that it opens a territory of delightful appeal to the tourist in search of the beauty spots of America. The courses of rivers through hill country always furnish beautiful settings which capture the fancy of the traveler. Here we have the majestic Ohio winding between low hills at the edge of the Allegheny plateau, and the Great Kanawha, fresh from the mountains, pouring into the larger stream. From the hilltops overlooking these waters broad and beautiful panoramas invite the traveler to linger awhile to drink in the beauty spread out below.

Southern Ohio is a region of rolling terrain, cut into sections by numerous streams. The automobile tourist passes rapidly through woodland and prairie, through regions of farms and dairy ranches, quaint little villages, industrious little cities, to the Ohio river, the broad highway of early American commerce. This region is redolent with the tradition and lore, romance and history, of all the early struggles for the Inland Empire.

In West Virginia from the mouth of the Kanawha river, the route skirts the river to Charleston, and overlooks the picturesque stream most of the way. Southward the scenery becomes more primeval and the mountains become higher and wilder in aspect; yet the route, following the natural gap made by the river, is so well graded that travel over it is more than pleasant.

The route joins The Midland Trail at Charleston, and this, followed eastward, crosses the Alleghenies to Virginia, the Shenandoah Valley, and many other places of scenic and historic interest.



*Mouth of Kanawha River*

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# POINTS of INTEREST ALONG THE OHIO-VIRGINIA TRAIL

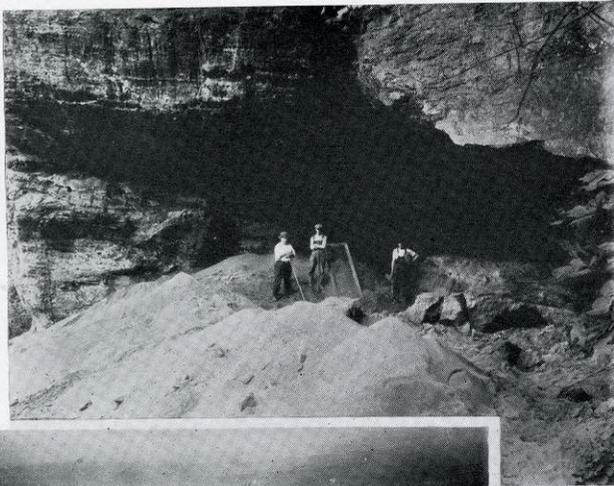
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*Home of an Ancient Race—The Mound Builders,  
Mound City Park, Chillicothe, Ohio.*

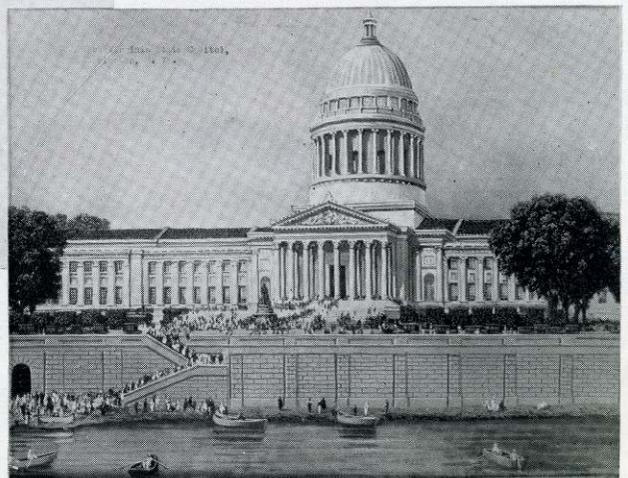


*Rio Grande College,  
Gallia County, Ohio.*



*The Great Kanawha River in  
West Virginia—Fresh from  
the Mountains.  
View of Charleston.*

*A Valley of Caverns—a meeting  
place for White and Indian  
Hunters. Daniel Boone lived  
here while hunting and trapping  
in Ohio. Canter's Caves, Jackson, Ohio.*



*The New West Virginia State  
Capitol, Charleston, W. Va.*

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# Cities Along The Route Were Pioneer Outposts of Early America

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**S**OUTHERN Ohio, through which the new route passes, contains some of the earliest settlements of the Northwest Territory. These places still possess the romantic charm which their early associations have given them.

Chillicothe, first capital of the state, a thriving city now, still cherishes the memories and traditions of its past in its old land-marks. It was built on the site of an old Indian village, in the Scioto Valley. Nearby, at Mound City Park, a state reservation, are the homes of the pre-historic Mound Builders. Not far from Chillicothe is Mt. Logan, the background of the scene on the Great Seal of Ohio. This region is intimately associated with the conflicts waged for the possession of Ohio by the white men.

Jackson is located on a plateau which was once a great Indian hunting ground. The city's origin was in the settlements made about the salt licks. Later Jackson was a center of iron and coal production. A number of industries are located here now and it is a city of beautiful homes. In the nineteenth century Jackson attracted many Welsh settlers and the annual Eisteddfod, an old Welsh institution, attracts thousands of visitors to this city. Near Jackson are Canter's Caves, old rendezvous for Indian tribes. Many valuable archeological discoveries have been made here.

Wellston, twelve miles north, is Jackson's sister city and is another town of industrial importance.

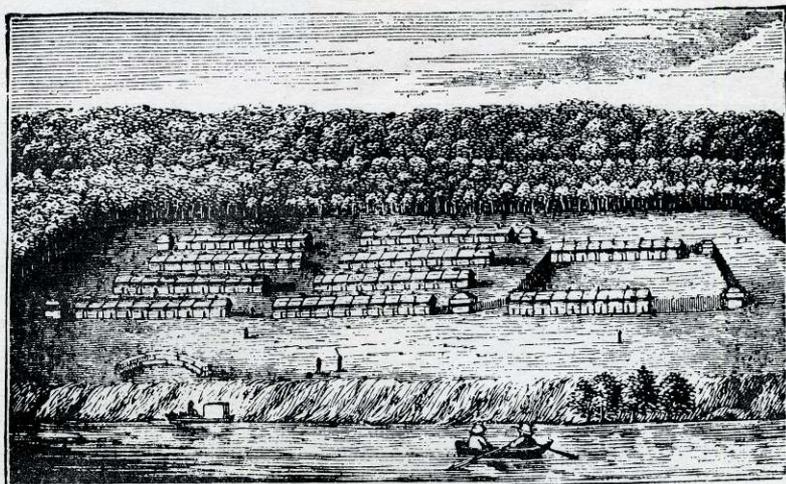
Rio Grande is an interesting village on the site of one of Daniel Boone's hunting camps. That great hunter and Indian fighter spent a season hunting and trapping along the banks of Raccoon Creek here. This stream is still a Mecca for sportsmen. Rio Grande College also is located here.

Gallipolis is an early French settlement which retains much of the atmosphere and spirit of its founders. The story of its settlement is one of the most dramatic episodes in American history.

Point Pleasant, in West Virginia, was one of the earliest settlements on the Ohio river. It is built on the site of an old Western Virginia fort.

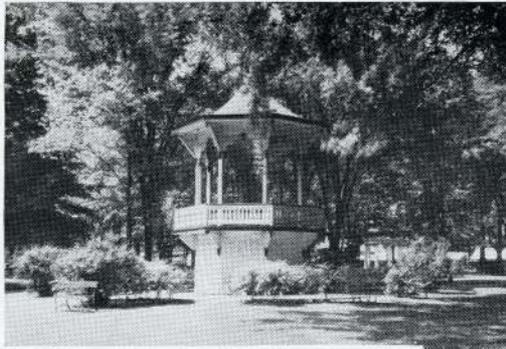
Charleston, site of another pioneer fort, is the state capital. During one of the attacks on this fort in 1791, "Mad Anne" Bailey, frontier scout, immortalized herself by dashing on horseback through the midst of the Indians to Lewisburg and bringing back a supply of powder.

The state capitol has been located in Charleston since 1885. A beautiful new capitol building has been erected to replace the one destroyed by fire in 1921.

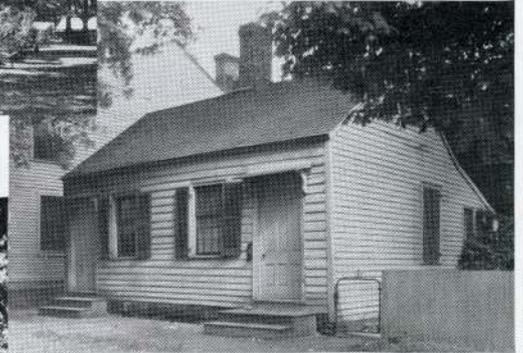


*Gallipolis—Original Settlement*

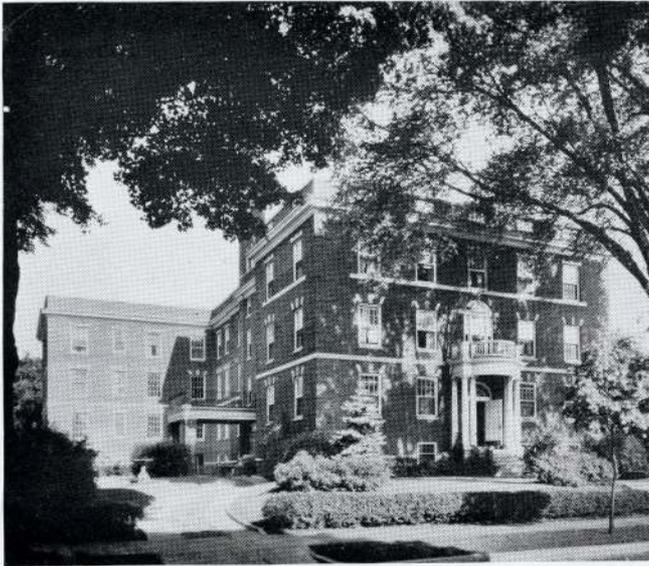
# GALLIPOLIS



*City Park, Gallipolis*



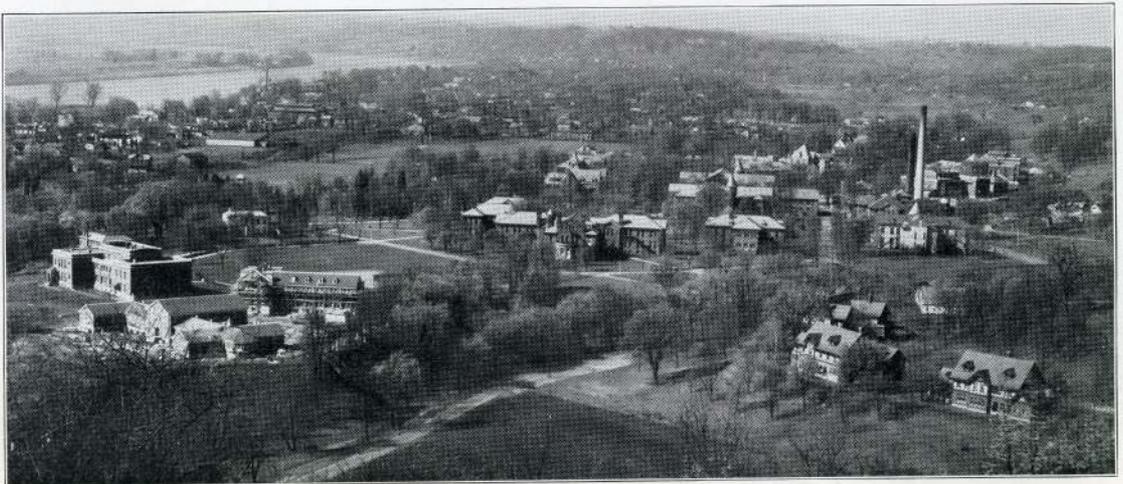
*First Post Office  
Building, 1794*



*Holzer Hospital*



*Our House—Famous Inn,  
where LaFayette was entertained.*



*View of Ohio Hospital for Epileptics. Gallipolis and  
Ohio River in Background.*

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# *the* old FRENCH CITY

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**G**ALLIPOLIS, western terminus of the bridge, was settled by a French colony in 1790. It was the third permanent settlement in Ohio. The city is on high ground overlooking the Ohio River, and is at the junction of state highways 7 and 11. It is a city of more than 6,000 population and is the center of a considerable agricultural region. Gallipolis is an old river port.

Distinctive among the attractive features of the city are its beauty of setting, its tree-lined streets, homelike residences and its air of gaiety and hospitality inherited from the original French settlers.

Gallipolis abounds in historic and romantic interest. General LaFayette was entertained here in 1824 and Louis Philippe, later king of France, visited the city as an exile. Francois d'Hebecourt, friend and schoolmate of Napoleon, was the first postmaster. He had planned to bring Napoleon with him and together carve a career in the New World. Napoleon was dissuaded from the project, but it is a matter of interesting speculation what might have happened had the "Little Corporal" come. At one time the Pope planned to make Gallipolis the seat of Roman Catholic episcopal authority in America and appointed a bishop of Gallipolis. The bishop never arrived and the plan was abandoned.

Morgan's raid was stopped near here in the American Civil War, and the remnant of his shattered Confederate force was brought to Gallipolis as prisoners. This was a military post during that war and one of the important border positions.

Gallipolis is the boyhood home of O. O. McIntyre, famous newspaper writer, known to millions of daily readers. It is the present home of W. G. Sibley, nationally known editor and conductor of the column, "Along the Highway" in the Chicago Journal of Commerce.

The Ohio Hospital for Epileptics, first institution of its kind in America, is at Gallipolis. It has 64 buildings, set in many acres of beautifully kept grounds, and is a show place for visitors. A drive through it will be of great interest to the motor tourist.

Holzer Hospital, in Gallipolis, is one of the most modern and best equipped hospitals in the state. It is recognized as in class A by the American College of Surgeons.

A splendid golf course is maintained by the Gallipolis Golf Club, within the city limits and is accredited one of the best in this region. Other recreational facilities available to visitors are swimming and boating in the Ohio River, fishing and hunting in season, and hiking, over nearby hills. As a place to spend a vacation it is recommended. Steamboat excursions from Gallipolis can be arranged.

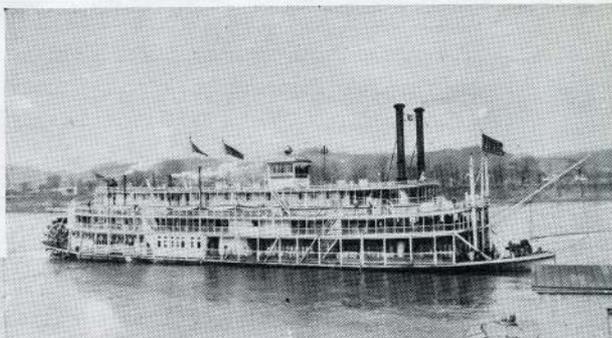
Gallipolis has a new airport, also within the city limits, and airplane taxi service can be obtained with thirty minutes notice.

Hotel accommodations are plentiful. Two fine new hotels have been added to the four older hostelries and Gallipolis is making a bid for recognition as a convention city.

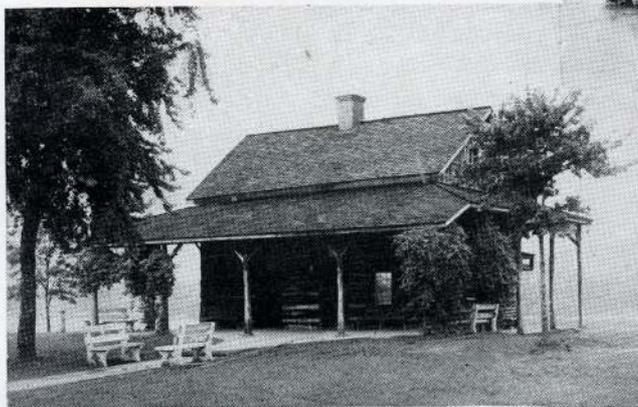
Gallipolis is one of the chief cities of southern Ohio. Its population is growing, industries are finding it a desirable location and it is on the through inter-capital route of the Ohio-West Virginia Trail.

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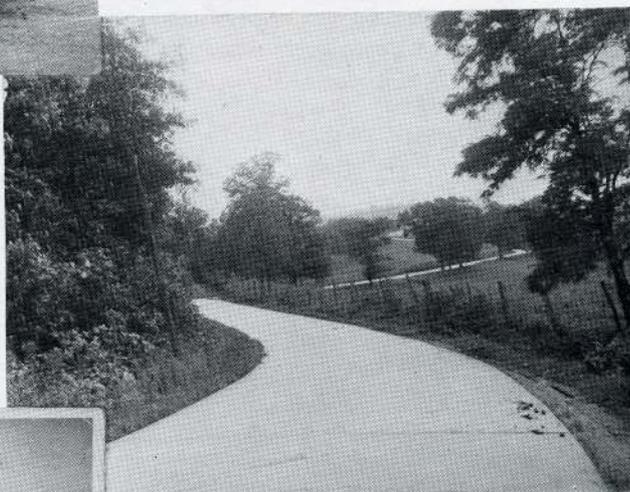
# POINT PLEASANT



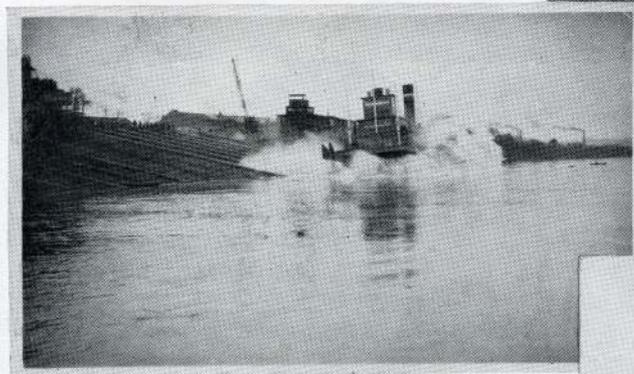
*Excursion Str. Homer Smith, of  
Pt. Pleasant, W. Va.*



*Old Log Tavern, Tu Endie Wie Park.  
Pt. Pleasant.*



*A West Virginia Road  
To The Mountains.*



*Launching a boat for South America.  
Marietta Mfg. Co. Ways.*



*Battle Monument,  
commemorating  
The Battle of Point  
Pleasant.*

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# WHERE THE RIVERS MEET

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IN the charming little city of Point Pleasant, West Virginia, one is carried back to the days of the Indian Brave and the Buffalo, for Point Pleasant was part of our extreme western frontier for many years. This, the oldest settlement on the Ohio River south of Wheeling, is a city rich in history and one that still teems with the romantic traditions of the trackless forest.

Located on the "point" between the Kanawha and the Ohio Rivers, Point Pleasant's part in the winning of the West was inevitable. The great Washington, who when a young man, surveyed the land of Mason County, West Virginia, notes the location of Point Pleasant in one of his reference as a strategic location of a Western Capitol.

Here is located the beautiful monument erected by the government of the United States and the State of West Virginia in commemoration of The Battle of Point Pleasant. This was the greatest battle, the most far reaching in its effects and the most decisive ever fought between the North American Indian and the White Man. This battle was contested on October 10th, 1774, between 1100 Virginian Colonial troops under General Andrew Lewis and a band of federated Indians, 1000 in number, under the leadership of Cornstalk, Chief of the Shawnees. This battle the Congress of the United States has referred to as being in its effect the first battle of the American Revolution, because it completely subdued the Indian and kept our western borderland quiet during the revolutionary period.

In Point Pleasant are many points of interest. Tu-Endie-Wie Park is located on the point between the two rivers with its battle monument and the graves of some of the battle heroes. The first log hewn house in Western Virginia is located in the Park. It was built by Walter Newman well before the beginning of the last century and used as a tavern. The Daughters of the American Revolution have refurnished it in its appropriate period and also made it the repository of a truly remarkable collection of historical relics.

The spring where George Washington quenched his thirst is located in Point Pleasant and the grave of the great Indian Chief, Cornstalk, the friend of Logan. Here is located the grave of that remarkable woman Ann Bailey, the hunter, trapper and frontier heroine, who saved the garrison at Charleston as history recounts. The ferry "Str. Ann Bailey", replaced by "The Silver Bridge" was named in memory of this unique character.

Point Pleasant has always been a center for western rivers shipbuilding activity and is today the site of the large yards of Marietta Manufacturing Company, a shipbuilding institution which has probably put more power in river boats in the past ten years than any other concern in the world. It is also the home of the interesting activity of three sets of dry-docks and repair yards, the West Virginia Malleable Iron Company, the Reliance Manufacturing Company, and other industries.





