



*Hugh McAllister*



**HISTORICAL SKETCH**  
**OF**  
**ALLEGHANY COUNTY, VIRGINIA**

**BY**  
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## An Historical Sketch of Alleghany County, Virginia.

By Hugh Mallitt McAllister.

16726 1872 Pending

(Note: The article of which this sketch is an enlargement was prepared by the writer while a student of Hampden-Sidney College, and won for him the gold medal offered by the Hampden-Sidney Historical Society. In the preparation of the present article use has been made of the information furnished by court records of Alleghany and other counties; the proceedings of the legislative bodies of the State, and published articles bearing upon the subject; copious extracts, with credit duly bestowed, may be expected at points where a stronger light can thereby shed upon the information at hand. Care has been observed to use only what is regarded as trustworthy information; in some cases, however, it has not been possible to verify what is presented, and discrepancies are liable to appear. The co-operation of those who detect such discrepancies, or are enabled to supplement statements, is earnestly requested, and will be heartily appreciated.)

The present county of Alleghany was formed from portions of Bath, Botetourt, and Monroe, by an Act of the legislature passed January 5, 1882, supplemented by Acts of January 11, 1848, and February 20, 1856, the result of the first being to annex to Alleghany a part of the county of Monroe, while by the latter Act Alleghany surrendered to Oraig certain portions of her territory.

Alleghany county is bounded on the north by Bath and a small portion of Greenbrier; on the east by Botetourt and Rockbridge; on the south by Monroe, and on the west by Greenbrier. Its mean length is twenty-six miles; its mean breadth twenty miles; and its area 521 square miles, having 431,787 acres. Most of the country is a high mountain valley; drained by the headwater of the James. Potts' and Dunlap's creeks rise in Monroe and flow northeast until they unite with Jackson's river near Covington, the former below, the latter above Covington. The source of Jackson's river is in Pendleton county, and it flows south through Bath; enters Alleghany, passes the Gap between Peter's and Warm Springs mountains, receives Dunlap's creek opposite Covington, Pott's creek three miles below, and thence runs southeast into Botetourt. Pendleton also gives rise to Cowpasture river.



which, flowing in a winding course nearly due south through Bath and Alleghany, unites with Jackson's river soon after it passes into Botetourt, forming thereby the James river, which empties into the sea two hundred and fifty miles to the southeast. The water power along the various streams is immense, and advantage of it is taken by manufacturing industries of various descriptions. Much of the surface of the county is covered with mountains; its mean height exceeds ten thousand feet above the tides of the ocean. The region is healthy and the climate delightful. The county is traversed by the mountain which gives to it the name Alleghany; by Peter's mountain and by the Warm Spring mountain; in addition to these there are a number of minor ranges, namely Potts' (Middle) and Rich Patch, which bound it on the southeast; Oliver's, Morris', Beard's and others. Peter's mountain, which is referred to in an Act passed January 11, 1843, as sometimes called "Sweet Spring" mountain, is said to have received its name from a famous hunter, named Peter Wright. The historian Howe says that he resided near the present site of Covington. "Near the house of Mr. John Lewis, there is, on the roadside, a large shelving rock, called 'Peter's Rock,' where, says tradition, he sought shelter in a snow storm. There he lay for several days, until the snow was four feet deep, when he was obliged to eat his moccasins to prevent starving. He left, at his death, two sons, both of whom emigrated to the West many years since."

In 1835 the postoffices in the county were Callaghan, (or Callahan), 100 miles from Richmond and 238 from Washington, situated at the union of the roads leading to the Warm Springs, Sweet Springs, and White Sulphur Springs; Jackson's River,

173 miles north of Richmond and 221 southwest of Washington; Morris Hill, 184 miles west of Richmond and 227 from Washington; and Covington, seat of justice, 191 miles west of Richmond and 233 west of Washington.

To-day the postoffices, in alphabetical order, are: Alleghany Station, Arritt's, Backbone, Bon, Bess, Blue-spring Run, Callaghan, Clift, Clifton Forge, Covington, Dunlap, Earhurst, Hematite, Huddleston, Iron Gate, Longdale, Low Moor, Mallow, Masters, Ollie, Potts Creek, Rich Patch, Savannah, Selma, Strala, and Sweet Chalybeate.

After a visit to Covington, the historian Martin wrote in 1830. "Its situation is handsome and eligible, on one of the greatest thoroughfares in Virginia, as travellers from east to west pass through this place to the Virginia springs, it being nearly equidistant from several, viz: 20 miles from the White Sulphur; 22 from the Sweet Springs; 25 from the Hot Springs; 27 from the Warm Springs, and 45 from the Salt Sulphur. Should the contemplated James river and Kanawha improvements be carried into operation, Covington may become one of the most flourishing inland towns in Virginia, as it will probably be the depot between the land and water communication, and it will likewise command the trade of a large and fertile region of country, which abounds in all the products of the earth; and of the mountains, which abound in iron, and present sufficient water power to force any quantity of machinery. Its situation is healthy, being located in the midst of mountains. Property in this place has lately advanced 25 per cent in anticipation of the contemplated improvement."

The county abounds in natural scenery, one writer claiming for the passage of Jackson's river through

White's mountain (near Olifton Forge) the distinction of perfect sublimity; while of "The Falls," Jefferson wrote in 1801: "It is a water of James river, where it is called Jackson's river, rising in the Warm Spring mountains, about 20 miles southwest of the Warm Springs, and flowing into that valley. About three-quarters of a mile from its source, it falls over a rock 200 feet into the valley below. The sheet of water is broken in its breadth by the rocks in two or three places, but not all in its height. Between the sheet and rock at the bottom you may walk across dry. This cataract will bear no comparison with that of Niagara as to the quantity of water composing it, the sheet being only 12 or 15 feet wide above and somewhat more spread below; but it is half as high again, the latter being only 155 feet, according to the measurement made by M. Vaudriul, Governor of Canada, and 130 according to a more recent account."

About ten miles from Covington on the Hot Springs branch of the Chesapeake and Ohio railroad, there is another feature worthy of mention. It is what is known as the "Natural Well," the aperture from which water is drawn being about three feet in diameter, but several feet below the surface, the well widens, being of sufficient size to float a boat thirty feet in length. This has been known to the people in the vicinity for years, and the purity of the water makes it a common blessing.

Within the county are several caves of moderate size, but the narrowness of their openings has discouraged any attempts to explore them, and they are seldom visited.

Just beyond the northern limits of Covington, and within a few feet of Jackson's river, there is a spring to which, on account of its temperature, is given the name "Buttermilk." The

water flows from crevices in the limestone rocks, and is of such purity and of such low temperature, that it has always been used by those residing in that portion of the place. This spring has its source in the Warm Spring mountain four miles away, and the water courses through a perfect natural channel a few feet below the earth's surface. The massive stone chimney which stood near the spring until a decade ago indicated that some early inhabitant recognized the superiority of the water and established his home nearby. This spring is immediately across the river from the immense factory of the West Virginia Pulp and Paper Co. Four miles below Covington, near the Island Ford bridge, there is a spring of the greatest purity and equally as cool, and to it is given the name "Cold Spring." Travellers along the Olifton Forge and Covington road can testify as to its value.

Throughout the county are numbers of springs which afford cooling draughts to travellers, some of them possessing mineral properties which make them of great value.

Concerning the early landowners it is interesting to note that as early as August 18, 1703, John Dickerson obtained a patent for 70 acres of land on Dunlap's creek, while Edward McMullen on August 3, 1771, was granted a tract of 185 acres. This lay on Dunlap's creek and was afterward owned by John Damron, who died about August, 1828, and left the "home plantation" to his sons, Joseph, John, William, Christopher, and Andrew, the heirs of David Kean, and James Brown and John Neal being the owners of lands adjoining it. His daughter, Elizabeth, was married August 23, 1822, by Elisha Knox, to Thomas Smith, and to her was bequeathed the 120 acre tract on Snake Run, formerly owned by Younger Thomas. The Joseph Damron above referred



to, was a well-known lawyer, and practiced in the courts with such men as Nicholas Vanstavern, George W. Stribling, John H. Peyton, David Fultz, Hugh Paul Taylor, William H. Terrill, Thompson Crutchfield, Baldwin L. Sisson, William Smith, John B. Caldwell, Nash Legrand, John Hutcheson, and others equally as familiar around the county seat. Joseph Dameron became county surveyor November 28, 1825, the gentleman who held that office, William H. Herbert, having died. Jesse Davis was at that time sheriff and in May, 1830, Mr. Dameron was appointed his deputy. He was the father of William L. Dameron, and died at the age of 57 years on September 18, 1854.

A patent for 60 acres lying on Dunlap's creek was granted September 1, 1781, to William Hunter, and this in recent years formed part of the land owned by the late Aaron D. Clarke. On January 26, 1780, Samuel Dew obtained a patent for 2,274 acres lying on Potts' creek, which was afterwards owned by Michael Arritt. Mr. Arritt was at one time sheriff of the county, and held the office of a justice of the peace, which in those days carried with it vast more authority than now. A tract of 200 acres on Dunlap's creek was surveyed March 28, 1703, for James McCallister.

A tract of 800 acres on Cowpasture river and Henley's mill creek was granted to Christopher McPherson September 12, 1703, and a week later, Eze Johnson was granted 60 acres on Pott's creek, which became the property of Isaac Wolf in 1825. September 27, 1706, Samuel Logner was granted 60 acres on Dunlap's creek. John Johnson, of Gallia county, Ohio, obtained September 30, 1790, a grant of 1,000 acres in the Rich Patch on Karnea Run, at one time called Woolley's Run, a part of which was sold in 1825 to William Matheny, who already

owned a tract of 100 acres. October 9, 1798, Jacob Persinger was granted 924 acres in Rich Patch, of which William Humphries bought 284 acres in 1825. There is a record of a transfer December 10, 1824, from Jacob Persinger, then of Green county, Ohio, to Moses Persinger's heirs of lands on Pott's creek patented in 1808 to Jacob and Moses Persinger. The 250 acres lying on the Falling Spring Run, north of Covington, which was granted April 28, 1798, to Moses Mann afterwards became the property of John H. Peyton, a member of the Alleghany bar. Archibald Mann secured the following year a grant of 400 acres, as did Henry Persinger for 23 acres, which in turn was possessed by Christopher Shaver, Jacob Persinger, Lewis Circle, Joseph Pinnell, Dennison Rose, etc. A week later, August 14, 1799, Jacob Persinger was granted 60 acres on Pott's creek, which passed into John Persinger's hands in 1822. John Persinger held the office of justice of the peace and served his county in other ways, being the commissioner of the revenue for 1824.

A tract of land on Dunlap's creek, containing 170 acres, was granted May 27, 1780, to Elisha Knox, Sr., a minister prominent in the affairs of the county. He was an intimate friend of the Merry's, the family who owned the site of Covington, and when Mrs. Merry died in September, 1828, she bequeathed him the sum of \$1,000. John Knox also obtained a grant of 60 acres on Dunlap's creek, and Elisha Knox added a grant of 50 acres to his land on the creek September 20, 1823. On January 10, 1801, a tract of 717 acres on Ogley's creek, was granted to Dennis Callaghan, father of the Oliver Callaghan of whom we will have occasion to speak later. Two years later, land on Jackson's river began to be more in demand, and we find a patent for 50 acres granted May

14, 1808, to Thomas McCallister. By grants, several years later, John McCallister acquired 102 acres on Jackson river, and a tract of 100 acres was granted October 23, 1804, to Simon Gillaspie. The following year John Long was granted 1,000 acres within the county. About this time John and Catherine Wright acquired 95 acres situated on Potts' creek, later the property of James Gilliland; Samuel Brown was granted 110 acres on Dunlap's creek. A patent for 200 acres was granted September 4, 1800, to Robert Means, who deeded it in 1822 to George Sawyers.

July 6, 1912, a tract of 14 acres was patented to Leonard Buzzard and his wife, Hannah. The land was on the east side of Jackson's river, and among those who afterwards owned it were Francis and Nancy Foster, and William Callaghan. George Moyers, Sr., obtained July 1, 1817, a grant of 74 acres on Dunlap's creek adjoining the land of Elisha Knox, Sr. This tract is about two miles west of Covington.

Thomas Massie was granted on March 17, 1814, a tract of 600 acres on Jackson's river. This adjoined 2,200 acres owned by Joseph Haynes and Andrew Moore, and was afterwards the property of Henry Massie, who married Susan P. Lewis, daughter of John Lewis, of Sweet Springs. Henry Massie later on sold the place to John Mayse.

It was about this time that John and William Brown acquired by grant a tract of 305 acres on Potts' creek, and John Delorain a tract of 150 acres on Snake Run, which Samuel Kean bought in 1825. George Sively owned land on Jackson's river, and Henry Dressler obtained a grant in 1823, for 100 acres nearby. Three tracts in the county owned by Jacob and Catherine Wansturf, of Pendleton county, Va., were bought in 1824, by John Blinhardt, of Botetourt county. On

Potts' creek, John Wright was granted 189 acres; James Gilliland, 19 acres; and William Johnson, 36 acres about this time. Alexander McClintic acquired by grant, a tract of 240 acres on Robert's Run, and on May 10, 1827, a tract of 840 acres was granted to the heirs of Bernard Pitzer. Mr. Bernard Pitzer was granted authority by the Legislature, December 31, 1823, to erect a dam across Jackson's river in Alleghany county, above the mouth of Dunlap's creek, and near the town of Covington; or to continue the dam which had been erected across said river, and to build a grist mill; provided, however, it be erected within 6 months, and should in no wise interfere with the navigation of the river contemplated by the commonwealth. This industry is now continued as the Covington Roller Mills. What is remembered as "Pitzer's Wheel," was erected by Jacob Cunningham, to whom authority was granted by the Legislature, March 11, 1834, to erect between the first and second cross streets of the town of Covington, and maintain for a period of thirty years, a dipping wheel for the purpose of supplying his tan yard with water.

This rather incomplete list of early landowners is necessary to properly appreciate the importance of events that occurred in the formative period of the county.

About the year 1775, the dangers surrounding the settlers on the Western frontier of Virginia had grown very alarming, assuming such a fearful aspect that measures for protecting the inhabitants from the assaults of the Indians were recognized as imperative, and steps for accomplishing this task were at once taken by the government. In accordance with a plan outlined by Governor Dinwiddie the General Assembly of Virginia, passed (March 25, 1750) an act ordering the establishment of a chain of

forts along the western borders. The plan was to start at a point seven miles below the Warm Springs, in Bath county, on Jackson's river. Fort Dinwiddie became the starting point. This plan, however, did not commend itself strongly to Washington, for he foresaw the insufficient protection which forts, garrisoned by a handful of men, would afford from the savages.

Washington set forth his objection in a letter written in Winchester, April 7, 1756: "It seemed to be the sentiment of the House of Burgesses, when I was down, that a chain of forts should be erected upon our frontiers for the defence of the people. This expedient, in my opinion, without an inconceivable number of men, will never answer their expectations." However, when his caution was cast aside and the forts were deemed the proper mode of protection, Washington laid aside whatever personal objections he entertained, and set himself about to carry into effect the mandates of those higher in authority.

We next hear of him intrusting the work to a warrior whose services he had known, and his letter addressed to Capt. Peter Hogg gave that person timely suggestions regarding the manner in which to undertake the work. The letter bears date July 31, 1756, and was sent from Winchester. In it he tells Hogg to do the work well, finishing each fort before beginning another, for it was necessary that the workmen themselves be protected from the attacks of the savages. In those perilous times it was safe for none to go about alone, for the bronze enemy was constantly on the alert for an opportunity to make way with those he considered intruders upon his sacred hunting ground.

How well Captain Hogg carried out the work entrusted to him is attested by the fact that even now there are

occasional evidences of his handiwork, though the ravages of time have been sufficient to remove other less stable structures. These forts formed the nucleus of later more extended settlements, the town of Covington having grown up around the location of Fort Young. The vicissitude of time makes it difficult to ascertain the exact location of these forts which played such of an important part in the early settlement of the country; but the following is believed to give an idea as to their location, and is found also in the *Annals of Augusta County*, (Waddell), page 89:—Hugh Man's Mill (on Shelton tract); at the most important pass between the last named place and the house of Mathew Harper, on Bull Pasture (the place afterwards designated was Trout Rock, 17 miles from Man's); at Mathew Harper's, 20 miles from Trout Rock; and at Capt. Jno. Miller's on Jackson's River, 19 miles from Harper's. The forts were to be 20 or 30 miles apart, to the southward of Fort Dinwiddie. Lieut. Bullet was to be left at Fort Dinwiddie with 30 privates of Hogg's company, and the other forts were to be garrisoned by 15 to 30 men each.

As to the date of the establishment of Fort Young, a letter from Washington (dated October 10, 1759) throws some light upon the subject. "I shall set out this day on my return to the fort at the head of Catawba Creek, where Colonel Buchanan promises to meet me with a party to conduct me along our frontiers, along up Jackson's River to Fort Dinwiddie and higher if needful." In his interesting Diary, Washington gives us a graphic pen-picture of the country through which he travelled in company with Colonel Buchanan. To fully enjoy his description of the rugged country traversed one has to day but to take the journey himself, for in many places the hand of man has not distorted the perfect sub-

linity of the region, although a century and a half have elapsed.

Of the Young from whom the fort doubtless derived its name we are told that he intermarried with the Sitlington family, who are today the most prominent people of Bath county. That the first inhabitants of the forts were sturdy and fearless warriors we perceive from the note by one of the descendants, who writes (History of Augusta county, Payton) that during the early days of the fort's existence two savages about the year 1761, made an attack upon Thomas Young, while a third buried his tomahawk deep into the skull of the brave white, killing instantly and then scalped his hapless victim. John Young, although himself fighting desperately, observed the occurrence, and after disposing of his assailant, he fired upon his brother's slayer. His aim was perfect and his bullet brought the savage to the ground. Young rushed upon him with his sword. The first blow, however, was thwarted by the savage, who raised his gun, breaking Young's sword, but Young, with what remained of the rapier, hacked and hewed the Indian to pieces. Thomas Young's body was buried on the battle-ground. The scalp was taken home and buried in the grave of his father, in the Glebe burying-ground near the North Mountain, in Augusta county.

It was this indomitable courage and marvellous endurance that enabled the settlers to remain against such perils, but despite the eternal vigilance displayed, it was no uncommon occurrence for the pioneers to be entrapped by their wily foe, and in several instances people residing in what is now Alleghany County were torn from their homes by the savages and carried away, some never to return, while others were more for-

tunate and succeeded in making good their escape from their captors. Withers (in his Border Warfare, pages 72, 73,) recounts the most flagrant of these acts of violence, the Carpenters mentioned therein being the progenitors of the prominent family of that name now residing in Alleghany: "October 1761 about 50 Delaware and Mingo warriors ascended the Great Sandy and came across over on New River, where they separated, one party going towards the Roanoke and Catawba (a small stream in Botetourt County), and the other in the direction of Jackson's River in Alleghany. They were discovered by three men-Swoope, Pack, and Pitman,- who hastened to give warning, but the Indians were ahead of them, and their efforts were in vain. The savages who came to Jackson's River passed down Dunlap's Creek, and crossed the former stream above Fort Young. They proceeded down that river to William Carpenter's, where there was a stockade fort in charge of a Mr. Brown. Meeting Carpenter, near his house, they killed him, and captured a young Carpenter and 2 of Brown's small children, and one woman. The other people belonging to the place were at work some distance off, and therefore escaped. Despoiling the house, the savages retreated precipitately by way of the Greenbrier and Kanawha rivers. The report of the gun when Carpenter was killed was heard by those who were away at work, and Brown carried the alarm to Fort Young. The weakness of the garrison at the force caused the men there to send intelligence to Fort Dinwiddie, where Captain Audly Paul commanded. Captain Paul immediately began a pursuit with 20 of his men. On Indian Creek they met Pitman, who had been running all the day and night before to warn the garris-

son at Fort Young. He joined in the pursuit, but it proved unavailing. The party of Indians had effected their escape. Young Carpenter, one of the prisoners captured on Jackson's River, came home some fifteen years afterwards, and became Doctor Carpenter of Nicholas County. The younger Brown was brought home in 1769, and was afterwards Colonel Samuel Brown of Greenbrier.

The elder Brown remained with the Indians, took an Indian wife, and died in Michigan in 1815." Concerning the true historian of the above incident, it may not be irrelevant to add that I find (in the Virginia Historical Register, about 1851) the following letter from Lyman C. Draper, written from Leverington, Pa., August 18th, 1851: "In the year 1820 Hugh Paul Taylor, of Covington, Alleghany county, Virginia, published in the *Freemason's Mirror*, over the signature of "Son of Cornstalk," a series of papers on the early history of Western Virginia, chiefly made up of traditions received from the lips of aged surviving pioneers. Soon after Taylor's death, to-wit: in 1831, Alexander S. Withers published a work entitled "Chronicles of Border Warfare," in the first seven chapters of which he incorporated Taylor's Notes, and that without intimating anything as to the source from which the information was derived. \* \* \* But Mr. Taylor was then in his grave, and crediting a dead man was not perhaps deemed at all necessary as he could care nothing about it. Still it might have been well for the satisfaction of the readers of that work, and for the author's own credit, that the text should have been fortified by a full reference to authority."

Nor were the men alone in their deeds of fortitude and bravery, for the women in many cases equaled them in feats of courage and endur-

ance. The part they essayed in the dangerous task of garrisoning the forts will perhaps never be fully known, for their opportunities for achieving success outside the narrow limits imposed by their nature were meagre, but the fact is nevertheless obvious that "They also serve who only stand and wait." However, there are occurrences in which the women were the chief actors, and of their heroism and sacrifice there is no lack of mention in the traditions perpetuated by their descendants. The character of "Mad Ann," while far from what could be desired, affords one the opportunity to observe with satisfaction the wonderful shrewdness and bravery the women of that period. The assistance rendered by the eccentric "Mad Ann" entitles her to more than a passing notice, inasmuch as by her perilous ride through the Kanawha valley to secure powder for the settlers to guard one of the forts, she undoubtedly saved the fort; and for this brave deed she occupies a prominent place in the history of the early settlement of the region. "Mad Ann" was the name given a woman whose first husband, named Trotter, was killed at the battle of Point Pleasant, the opening battle of the Revolutionary War. Her second husband was named Bailey, and "Mad Ann Bailey" in later years lived with the Smith family above Covington, on Jackson river. Her ride through the Indians' lines from Charleston to Lewisburg, to transport the powder with which the fort was eventually saved gained for her a place in the histories of the times, and in Howe's chronicles there is the following picture of the woman: "There was an eccentric female who lived in this section of the country towards the latter part of the last century. She was born in Liverpool and had been the wife of an English soldier. She generally went by the

name of "Mad Ann." During the wars with the Indians she very often acted as a messenger and conveyed letters from the fort at Covington to Point Pleasant. On these occasions she was mounted upon her favorite horse of great sagacity, and rode like a man, with rifle over her shoulder, and tomahawk and butcher's knife in her belt. At night she slept in the woods. Her custom was to let her horse go free, and then walk some distance back on his trail, to escape being discovered by the Indians. After the Indian wars she spent some time hunting. She pursued and shot deer and bears with the skill of a backwoodsman. She was a short, stout woman,—very masculine and coarse in appearance, and seldom or never wore a gown, but usually had a petticoat, with a man's coat over it,—and buckskin breeches. The services she rendered in the wars with the Indians endeared her to the people. "Mad Ann" and her black pony, Liverpool, were always welcome at every house. Often she gathered the honest, simple-hearted mountaineers around her, and related her adventures and trials, while the sympathizing tears would course down their cheeks. She was profane, often became intoxicated, and could box with the skill of one of the fancy. "Mad Ann" possessed considerable intelligence, and could read and write. She died in Ohio, many years since."

About this time the Indians carried away from the limits of Alleghany an infant, but the Indians fearing lest his presence among them might be a source of unusual danger, allowed him to be returned to the county, and upon his return the Persinger family adopted him, and he assumed the name of Jacob Persinger, and we hear of him at the battle of Point Pleasant, along with another Alleghany brave, David Glassburn. Both received wounds, but not of a dangerous char-

acter. Mr. Persinger was the ancestor of the Alleghany family of that name, and was closely related to other prominent families of the county, among them the Fudges. Mr. Glassburn returned to Alleghany county after a cessation of hostilities, and in later years operated the "Payne Mill," an industry which was still standing until the last few years.

Although the attention of the settlers was engrossed largely with the struggle for existence and defense, yet as early as the year 1775 the people of this section put forth efforts to obtain the services of a minister of the Gospel, and the influence exerted by them in this direction is visible today, when it is observed that their descendants are characterized by a spirit of piety and reverence worthy of such ancestors. The Rev. Wm. E. Hill (in his "History of the Covington Presbyterian Church," 1885) remarks: "About this time (1775 to 1780) three or four Presbyterian families living in the immediate neighborhood of where Covington now stands employed the services of the Rev. Mr. Crawford, from Cowpasture, to administer the Sacrament twice a year, in the months of May and October."

The records of Botetourt County afford some light upon the establishment of the church, for in deed Book No. 3, page 21 (writes a correspondent) there is a deed from Jacob Moyers and Sarah, his wife, conveying to a community of Dutch Calvinists and Lutherans, who lived near the head of James River, a site containing one acre for the purpose of erecting thereon a house of worship.

Returning to the period whence there was a temporary divergence, it is interesting to note that Alleghany furnished many of the brave Revolutionary soldiers. Inasmuch as the present county of Alleghany was not formed until the year 1822 (when portions of Bath, Botetourt, and Mon-

As we were taken to form the county of 1751, in Philadelphia County, Pa. and Alleghany), it is a difficult matter to the witnesses who can substantiate ascertain fully what men went from his declaration as to his military service to the county to the Revolutionary wars are Absolom Dressler and Chas. War: but a reliable source of information concerning a few at least is and Alleghany are familiar with all afforded as a result of the Act of Congress relating to pensions of soldiers of the Revolution. This act was passed March 18, 1818, and revived May 1, 1820, and June 7, 1832, and in view of it, applications for pensions were filed before the Courts of the County in the years 1832-34. From some of these it is to be seen that Charles King, born in Hanover County, Va. April 3, 1750, moved at the age of 21 to the County of Botetourt. He served under Captain George Givens, and Capt. George Frazier, and aided in building Fort Savannah in 1784 (now known as Lewisburg.) Others mentioned by him in his Declaration are Capt. James Hall, of Rockbridge; Capt. John Galloway; Major Patrick Lockard, and Col. Samuel Lewis, each a notable figure in the hostilities. He calls upon Col. John Persinger and Stephen Hook Esq., his neighbors, to testify as to his veracity, and his Declaration is witnessed by Stephen Hook and Douglass B. Layne. Of this Douglass B. Layne we hear later, as he was a member of the House of Delegates for the year 1843-4, and on December 20, 1843 (according to the Acts of the House of Delegates) he introduced a bill for rebuilding the bridge across Jackson's River at Covington. A vote was taken on February 7, 1844, and the bill was lost.

Stephen Hook asserts that he was born in 1750 at Frederick, Md. and after recounting his various services, refers to William Shomaker, a clergyman residing in Alleghany County, and George Stull, resident, and Douglass B. Layne, Justice of the Peace, to testify as to his veracity.

John Richardson was born May

Thomas Landes (ancestor of the Landes family in Alleghany, Bath and August Counties), came from Albernarle County, and served as a private. His character is attested by John Wright, who enlisted in Orange County, and was in the 3rd Virginia Regiment.

Adam Quickle was born in York County, Pa., in 1755, and had lived, prior to coming to Alleghany, in the Counties of Rockingham and Pendleton; as witnesses he names Stephen Hook and Alexander Blair of Alleghany.

Corporal Jacob Persinger was born in Pennsylvania January 1749, and Corad Fudge and David Bowyer assured the Court of his veracity, and inasmuch as the clerk of the county court, Andrew Fudge, had no seal of office when the declaration was made (May 10, 1833), he affixed his private seal.

William Smith was born in March 1740 in Richmond County, Va. and acted as an Indian spy in 1774 under Col. Lewis at Point Pleasant, and was thrown with Capt. John Anderson of Greenbrier county, and Col. Samson Mathews, of Augusta, both of whom occupied conspicuous places in the military operations of their day. The men who vouched for Smith's veracity were Archibald and John Kincaid, of Alleghany. The justice of the Peace then (November 17, 1832) was Jesse Davis, who took the deposition, and added the remark that of a numerous family Smith then had living only one daughter: a single daughter.

John Kincaid was born January 11, 1758, and his home was on Jackson's

River in Botetourt County (now Alleghany.) He enlisted under Capt. Alexander Handley, of Botetourt County (of the family of that name who reside in Greenbrier County), and also served under Capt. John Bollar (a name familiar in Bath County as well) and Capt. Joseph Looney, of Botetourt; and names as witnesses to his statement Conrad Fudge, John Holloway, Captain Samuel Brown, Col. John Persinger, Jacob Persinger, Capt. Moses Mann, Robert Skeene, Esq. and Andrew Fudge, while those who did certify in Court to his veracity were Moses Smith and James T. Baker, of Alleghany; Conrad Fudge, and John Holloway, who is spoken of as a "clergyman." Kincaid lived in Augusta, then removed to Botetourt County, on Jackson's River, afterwards Bath County. A station on the Hot Springs Branch of the Chesapeake and Ohio Railroad fifteen miles above Covington bore the name "Kincaid" and the writer has visited the log house which is but a short distance from the railroad, and in which the Revolutionary warrior is said to have resided. The Kincaids intermarried with the Dickinsons of Bath.

Of the Bowyers and Lockharts above mentioned I find that Botetourt County's two representatives in the Virginia Constitutional Convention which was in session May 6, 1776, to July 5, 1776, were John Bowyer and Patrick Lockhart; though Alleghany did not furnish a delegate to the Convention of 1829-30 the representatives of the district (which comprised Alleghany, Monroe, Greenbrier, Bath, Botetourt, and Nicholas) being from Monroe, Greenbrier, Botetourt, and Pocahontas; and to the Convention of 1867-8 Alleghany, Craig and Roanoke sent Hugh H. Lee.

In May, 1784, the General Assembly of Virginia passed an Act incorporating The James River Company, for the

purpose of clearing and extending the navigation of James river, from tide-water upwards, to the highest point practicable on the main branch thereof. Subsequently this point was stated to be in the county of Botetourt, at Crow's Ferry, at the mouth of Looney's creek; later on, efforts were made to extend the navigation, whether by water or by land, inasmuch as it was seen that a convenient passage-way from the James river to the Kanawha would be of incalculable benefit. Writing about the year 1790, Thomas Jefferson (Notes on Virginia, page 8) writes: "The expense would not be great, when compared with its object, to open a tolerable navigation up Jackson's river and Carpenter's creek, to within 25 miles of Howard's creek, of Greenbrier, both of which have then water enough to float vessels into the Great Kanawha. In some future state of its population, I think it possible that its navigation may be made to interlock with that of the Patowmack, and through that to communicate by a short passage with the Ohio. It is to be noted that this river is called in the maps James river only to its confluence with the Rivanna, and thence to its source Jackson's river. But in common speech it is called James river to its source." Looking to this end, there was passed in 1797, an Act (repealed in 1800) "for clearing and repairing wagon road from the State road, to or near the mouth of the Little Kanawha," that is, the Greenbrier. In 1801, an Act was passed "providing for the opening of a road from the upper navigation of the James river to the upper navigation of the Kanawha river, and in 1802 and again in 1807, other Acts relative to the project were passed, and in 1806, commissioners were appointed to view the road. An Act passed in 1808, made provisions for opening and improving a wagon road from the Hot Springs to the confluence of the Cow-



pasture and Jackson's rivers, also for repairing the main road from the Warm Springs across the Warm Springs mountain and Mill mountain. Several years before—to wit, in 1801—an Act was passed "to raise by lottery or lotteries, a sum of money for the purpose of erecting a seminary of learning at the Hot Springs, in the county of Bath." This method of securing funds sufficient to carry out noble purposes was popular in those days, as special Acts were passed to authorize one or more institutions of learning in the State to raise money by lottery.

The necessity of having a continuous route from Virginia to West Virginia was always recognized after Jefferson pointed out the many advantages to be derived therefrom; there was still thought to be means whereby a continuous water route could be secured, but until that should be brought into practical application, the next best route was desired, and we find numerous roads projected, some of which existed only in the fancy of their ambitious advocates, others which were actually built after being authorized by the General Assembly. In 1811, "The Lynchburg and Lewisburg Turnpike Company" was incorporated, and the Covington and Lexington turnpike was likewise built towards the beginning of the century. On the turnpike roads and bridges from Covington to Kanawha, there was expended, prior to the year 1830 (writes Martin), the sum of \$171,982.40. "But," he adds, "these improvements (mentioning the various improvements along the James River project), though of great local advantage to the section of the country in which they are situated, by no means establish a continuous communication; to effect this all-important object, the Legislature in 1831—2, granted a charter to the James River and Kanawha Company, with a capital of \$5,000,000. It is probable that

the noble work will be commenced in the spring of 1835. No human foresight can see the limit of the advantages attendant on its success, or the evils of its failure. "Jefferson lived to see in part his expectation fulfilled, for prior to his death, July 4, 1820, much had been accomplished towards effecting a continuous communication, although the idea of making it an all-water route was found to be impracticable and was abandoned after the expenditure of a large sum of money, and after the advisability of renewing the attempt had been a matter of general interest and discussion. The reports on the question in its several phases required several volumes of closely printed writing. Although it was for some time believed possible to effect this water route, the more practicable among those interested directed their efforts towards perfecting the wagon roads then existing, and in 1836 we find that the State held 100 shares in a company which built the Jackson's river turnpike, and 280 shares in the Lexington and Covington Turnpike Company. By an Act passed March 20, 1837, the rates of toll on the last-mentioned road were prescribed by law; an Act passed January 23, 1838, incorporated the "Alum Spring Turnpike Company," and opened books at Covington, under the direction of Isaac Steele, Robert Skeon, Andrew M. Scott and Geo. H. Payne, and at other points along the route. An Act passed April 7, 1838, authorized the State Auditor to issue a warrant on the treasurer in favor of Hazel Williams for \$500, for losses sustained in consequence of the setting aside of his contract by the Board of Public Works for building the bridge across Jackson's river, opposite the town of Covington, the site of the bridge having been changed. (Act March 10, 1830.)

Even as late as the year 1840, Howe

expressed the belief that eventually the James River canal would pass on to Covington, to which point in high water batteaux could then go; and we find that when the Legislature granted by Act March 30, 1837 Elisha B. Williams, of Alleghany county (progenitor of the Williams of Alleghany and Bath counties) authority to erect a wool-carding machine at a little fall in Jackson's River, near the town of Covington, and opposite the town, for fifty years, it was specifically stated that it was in no wise to be an interference with the navigation of the river, and the right was forfeit should it so prove.

Alexander Kitchen was allowed by Act March 4, 1819, to erect a toll-gate across the road at the Sweet Springs, Lexington over Peters Mountain to Finconville, and by Act February 14, 1821, to erect one across the road leading from the Sweet Springs to the White Sulphur Springs; and an Act February 15, 1825, appointed a collector of tolls at Callahan's, 6 miles from Covington; the terminus of the Kanawha turnpike; John Callegahan was authorized (by Act January 18, 1825) to erect a toll gate across the road leading from the bend in Jackson's river below Covington across the Rich Patch Mountain, to McOlung's hill, in Botetourt County. We have referred to the claim of Hazel Williams in regard to the change in the location of the Covington bridge. By Acts January 23, 1833, and January 22, 1835, it was provided that a toll bridge be built across Jackson's river at the termination of the Kanawha turnpike, opposite the town of Covington, and these acts appropriated respectively the sums of \$3,500 and \$1,500. The site of the bridge was changed (by Act March 19, 1836) from the second cross street of the town to the third; and Williams lodged a claim for damages in consequence. Whether or not the bridge was built at once is not certain; but there is reference (in an Act March 20, 1837, by which the rates of toll on the Lexington and Covington turnpike are prescribed) to "a toll of 4 cents for each foot passenger over either of their bridges across Jackson's and Cowpasture rivers."

About this time the effort was launched which resulted in the construction of the road leading from Staunton to Callegahan's; for a resolution was agreed to by both Houses February 2, 1824, that a survey for this road should be made. As early as February 1820 there were plans for the road leading from Covington by way of Lexington to Lynchburg. This road was incorporated March 1, 1820, and books opened among other places at Covington, under the superintendence of Jesse Davis, John Porcuper, John Callaghan, James Merry and William H. Terrill. Col. Terrill was the most noted lawyer in this section at that time, and was known beyond the limits of his own territory. A dilapidated house at the Warm Springs, standing upon a beautiful eminence, remains to-day, and is pointed out to sight-seers as the former abode of the brilliant attorney. The acceptance by the court of the testimony of Jesse Davis in a number of legal questions indicates that he was likewise a man wellknown to the legal fraternity, while James Merry was a noted physician and the farm house which he built in the western end of Covington is the oldest house now standing. This house, the property of the Pharrs, has for years been occupied by Miss Margaret McCurdy who has retained all its desirable features and greatly improved it. It is probable that the place now known as Covington was formerly known as "Merry's Store, and there is found (in an Act March 10, 1810) a provision for paying an inspector for tobacco at "Merry's".

to salary of one hundred dollars crossing the turnpike last named, to the historian Howe says that in high bank of Jackson's river, and thence water batteaux then (1840) went up as along the water line of said river, to far as Covington in high water. In the beginning;—shall be, and the till recent years evidences of tobacco same is hereby made, a town corporation were visible on the knoll to the west of Covington, between the Covington; and by that name shall paper manufacturing establishment have and exercise all the powers conferred upon towns by the 5th chapter of the Code of Virginia of 1880, and of the Chesapeake and Ohio Railroad.

March 7, 1833, Covington was made a town corporate and the mode of election of the trustee was prescribed by the Legislature; six years later April 9, 1839 a change in the manner was deemed advisable and was allowed, but the following year March 12, 1840 a return to the first order was effected, the former act being revived. It was however January 10, 1873, before the town of Covington was incorporated, as follows:

"Be it enacted by the General Assembly of Virginia, That the town of Covington, in the county of Alleghany, comprised in the following bounds, to wit; beginning at the lower ford of Jackson's river, on the south side of the Lexington and Covington turnpike, and thence following said turnpike on the south side, to a stake on a line between Cross and Burke, thence crossing said turnpike and running with the line of Reynolds and Cross to a stake on the line of the Chesapeake and Ohio Railroad, on the north side; thence along the line between Robert Skeen's heirs and the heirs of D. C. Pharr; thence following the line between Pharr and Skeen, and a prolongation of the said line, to the corner of J. L. Boswell's line, between the lands of Skeen and Persinger and R. C. Terrill; thence a direct line to N. E. corner of the lot owned by — Mann on the Covington and Healing Springs turnpike; thence following the line between McAllister and — Mann, and a prolongation of same,

hereafter be enforced for the government of towns containing less than 5,000 inhabitants; and Lewis Payne is hereby appointed mayor of said town, and Robert L. Parrish, A. B. Persinger, William Skeen, Andrew Dameron, John L. Phizer, and J. J. Hobbs, are hereby appointed councilmen thereof, any three of whom shall constitute a board for the transaction of business. The said mayor and council shall have power to appoint a sergeant and such other officers as may be necessary, together with a police force for the preservation of order who shall remain in office until their successors are elected and qualified according to law. 2. The said mayor and councilmen above named and appointed in this Act shall continue in office until the first day of July, 1873, and thereafter until their successors shall be elected and qualified according to law. 3. This Act shall be in force from its passage."

The name Covington was doubtless given to the place by Dr. James Merry, of whom mention has already been made; situated as it is between mountains, which form as it were a cove, the noted physician no doubt preferred the present name to that of "Merry's Store," but in whatever manner the town derived its name, there is no mention of it as Covington in the records prior to the year 1811, although there were numerous references to the head of the navigation of the James river, it being generally specified at the junction of Dunlap's creek with Jackson's river,

Although as early as April 8, 1830, a separate election was authorized at Clifton Forge, along with other voting places in the county, the town of Clifton Forge was not incorporated until December 1, 1881, when its trustees there were named W. O. Moody, M. H. Mann, J. A. Ford, T. P. Bowles, George W. Huddleston, J. G. Woodward, and J. F. Hughes. The limits of the town were further mentioned in an Act of May 20, 1887. In earlier years the place was the terminus both of the James river navigation and of the Richmond and Alleghany railroad. Clifton Forge derived its name from the "cleft" in the mountains—a rugged and picturesque spectacle—and the old forge in the narrows between this place and Iron Gate. This furnace, which was located between these two massive cliffs, was known as the Alexander furnace, was run by water power, and the iron for it was transported from the "Lacy Sillua" (now the Longdale) furnace, also in Alleghany county, and still in operation.

The forge was fitted with a contrivance, called a "tilt-hammer," which was raised by water power to a height, after which it was released and descended with force sufficient to beat out the raw material into articles of commerce, such as wagon-tires, plow shares, and the like. This furnace was built about the year 1831, by John Irvine and John Jordan, and as one passes along the James river division of the Chesapeake and Ohio railroad he can discern, hugging the western slope of the mountain, a primitive looking stone structure, in appearance more like an ordinary chimney than an iron furnace, and in striking contrast to the modern establishment a half mile further down the river, the Iron Gate furnace. Iron Gate is appropriately named, for the town is situated but a short distance from the mouth of the gorge through

which the river passes, and the mountain is supposed to contain valuable mineral. Further to the west of Clifton Forge, and between Clifton Forge and Covington on the Lexington and Kanawha turnpike, is located Low Moor, an iron-manufacturing town surrounded by mountains which yield thousands of tons of ore a day; while several miles to the west, are the valuable mines of the Rich Patch Iron Company. Several miles to the east of Covington are found the "Dolly Ann" and "Iron Mountain" mines, which seem inexhaustible, while to the north of Covington a few miles, are the "Stack" mines, "Rumsey," "Hematite," and smaller mines, which are worked regularly to supply the several furnaces within the county of Alleghany. At one time there was a furnace at Rumsey mine; another, the property of John Jordan just referred to, at "Dolly Ann," while a couple of miles below Covington was Robinson's "Roaring Run" furnace, all signs of which have now disappeared.

The travel to the Warm Springs, which were then as now the resort whither many wealthy people went, was very great in the '30's, and we are not surprised to find on January 9, 1831, an Act—with a view to meet the growing demands for transportation—was passed appropriating the sum of \$1,000 for opening a road from McAvoy's old place, in Bath county, to the Gap or Chimney Run, above the Warm Springs; and a road from the Great Falls in the Fading Springs Valley in Alleghany county, to intersect the road on Jackson's river at Robinson's place; that on March 30, 1837, "The Staunton and Covington Turnpike Company" was incorporated, to build a road from Millborough to Covington;—for this road books were to be opened at the house of Robert Skeen, in Covington, under the superintendence of Robert Skeen, George H. Payne, Dr. A. N. Scott,

Samuel B. Lounry, and Isaac Steele; that March 4, 1840, articles of incorporation were granted the Dunlap's Creek Turnpike Company, to build a road from the mouth of Oglio's creek, in Alleghany county, to a point near John Crow, in Alleghany county. The capital was to be \$10,000 and the subscription books were to be opened at Covington under the charge of John Crow, Samuel Brown, Jr., John Callahan, Robert Skeen, and Charles Callahan. Two years later, March 5, 1842, the James River and Sweet Springs Turnpike Company was incorporated, to build a road from Shirkey's Mill on James river, in Botetourt county, to Sweet Springs; and the books were opened at Covington under Stephen Hook, George Steele, Sr., Charles King, Lee Persinger, and Robert Skeen.

Prior to 1850, the construction of a road from Pocahontas to Alleghany had been undertaken, but it was still uncompleted in 1853, when (March 22) the State appropriated \$1,500 to complete the road, which should lead from Covington to Huntersville. A month before (February 15, 1853) it was ordered that the Board of Public Works should construct a railroad from Covington to the Ohio river on State account; and later on several appropriations for the purpose were made, to-wit: March 13, 1856, \$500,000; March 20, 1858, \$800,000, and February 20, 1860, \$2,500,000. A road of minor importance, but invaluable for local passage, was incorporated March 4, 1856, under the name of "The Covington and Falling-Spring Turnpike Company," to run from a point near the farm of Wm. Robinson, in the county of Alleghany, on the Covington and Huntersville road, to intersect the Magraw's Gap and Hot Springs turnpike road, at or near Lewis Payne's in the county of Bath. The capital was \$6,000, and subscriptions were receivable at Covington by Robert Skeen, Wm. Scott, Andrew

Fudge, James Burk, Alexander Simpson and Samuel Carpenter.

The only stage routes in Alleghany given on the map issued in 1835 by J. H. Young, of Philadelphia, were as follows: "The Covington, Lewisburg and Guyandotte, 346 miles. From Staunton, via Augusta Springs, Warm Springs, and Hot Springs to Lewisburg, 100 miles, three times a week. This went by Callegan's, five miles west of Covington, and the journey through the picturesque country has been described, but by none better than by "Porte Crayon" (David A. Strother) in his "Virginia Illustrated," published in 1857, when with characteristic vigor and humor he paints for us the various scenes, all of which are very interesting, but none more than the description of the inn between Morris Hill and Callahan.

The mineral wealth of the county was early seen and appreciated. As early as January 26, 1806, Charles M. Wheatley, John Auspach, John M. Blekle and Henry S. Paul incorporated the "Alleghany Iron and Manufacturing Company," to operate in the counties of Bath and Alleghany; April 27, 1874, "The Alleghany Improvement Company," for the purpose of mining coal, iron and limestone, was chartered by Samuel Colt, Howell Fisher, John Echols, H. M. Bell, R. H. Catlett, —Staunton gentlemen chiefly; March 12, 1878, S. Carrington, W. W. Gordon, Harrison Robertson and Joseph H. Shultz, chartered the "Alleghany Mining and Manufacturing Company," to mine and manufacture iron, lead, etc., in the counties of Alleghany and Botetourt; while the privilege of mining coal and iron in Alleghany and elsewhere was granted March 9, 1880, to the "Alleghany Coal and Iron Company," composed of R. L. Walker, H. O. Parsons, Ed. Dillon, Henry Donahat, Corbin M. Reynolds, J. H. D. Ross, of Virginia; Henry M. Alexander, Sheppard Romans, J. J. Mc-

Cook, W. Butler Duffean, Conrad N. Jordan, Wm. B. Hatch, of New York; Cyrus H. McCormick, Jr., of Chicago; Geo. M. Bartholomew, of Connecticut; Henry M. Mathews, of West Virginia, and Ira Sheaffer, of Pennsylvania.

The mines operated by the huge companies have comprised the "Dolly Ann," "Iron Mountain," Stack Mines, Hematite, Huddleston, Rumsey, Mud Tunnel, Low Moor, Rich Patch, Potts Creek, Longdale, etc., the output of the several mines representing thousands of tons a day, and the employment of an army of laborers. These mines are within the limits of Alleghany county, and they supply the large furnaces located within the county, at Iron Gate, Longdale, Low Moor, and Covington. To handle the crude and finished products it has necessitated the building of several short lines of railroads, and three such have their terminus at Covington; two near Low Moor, and one at Longdale and McDowell each.

With the completion of the Chesapeake and Ohio railroad to the Ohio river in 1872 the county was still further opened up, and a quick mode of passage, so earnestly advocated by Thomas Jefferson, was effected. In the nineties, the travel to Hot, Warm and Healing Springs having grown so heavy, the Chesapeake and Ohio railroad built a branch line from the Hot Springs to Covington, a distance of twenty five miles, thus affording a convenient way for the owners of mineral and timbered property to transport the ore and lumber to the factories. A large tannery, owned by the DeFord Company of Baltimore, furnishes a ready market for the hides of the county and the bark which abounds; the immense paper mill established in 1900 by the West Virginia Pulp and Paper Company uses much of the available timber in the county; and it has been shown that furnaces conveniently located utilize

the output of the various mines in the county.

Looking over the records of Alleghany county for the year 1830 it is seen that the population was 2,810; in the year 1833 the total taxes paid amounted to \$173.15; in 1834, \$188.24, when there were in the County 318 slaves, 926 horses, 7 coaches, 5 carryalls, 2 gigs. In 1832 for the education of poor children there was expended the sum of \$87.00, while in 1833, the amount was \$163.47. From the report of the School Commissioner for the year ending October 1, 1833 Covington had a population of about 300 persons, of whom 3 were attorneys and 2 regular physicians; in 1810—about which time there was a rush for the recently opened territory of Kentucky. Alleghany had only 2,740 people; and the public schools had only 88 scholars; the County produced 25,000 bushels of wheat, 71,000 bushels of corn, 50,000 bushels of oats, 9,000 bushels of potatoes; had invested in stores a capital of \$2,000 and in manufactures a capital of \$20,000. In 1843 the total taxes paid in the County amounted to \$1,243.41. There were slaves 300; horses 1026; watches, 72; clocks, 154; coaches, 9; stages, none; carryalls, 10; gigs, 1; pianos, 1; attorneys, none; physicians, none; dentists, none; paid out for school education, \$243.22. There were 13 schools in the county, and out of a total number of 130 poor children in the county, 81 attended the schools. The commissioner makes this remark: "The false pride heretofore evinced by the parents of poor children has been to a considerable extent removed, and the children were generally prompt in their attendance, and make very considerable advancement." For the year 1844, Alleghany county was allowed only the sum of \$185.40 by which to educate the poor children. With the above statistics

Let us contrast the showing of the present day. In 1870, Covington alone had a population of 1,268. In the 1892 the total population of the county was 9,283; public schools in county 47, the live stock was valued at \$120,800; the population of the county was in 1900, 16,330 (Clifton Forge having 3,212 and Covington 2,950), the taxable values of Covington (1901) were \$916,004; for Clifton Forge, \$705,830; for the session 1900-01 for teacher's salary the expenditures were \$10,214.50; for school houses, repairs, etc., \$3,754.11; the county (until this year) had three districts, and the school population in these follows: Clifton, whites, 1,632; colored, 462; Covington, whites, 1,141; colored, 801; Rolling Springs, whites, 874; colored, 20; a total of 4,406, and to teach these it required 54 school houses and 64 teachers. The school property aggregated in value the sum of \$33,075.

A register of the acting magistrates in Alleghany county, about September, 1825, found on page 1, order book of the county court, together with the time they began and resigned, is as follows:

John Holloway, March 18, 1822—February 15, 1830  
Robert Kincaid, March 18, 1822—June 21, 1831.  
Michael Arlitt, March 18, 1822—June 21, 1831.  
Jesse Davis, June 17, 1822—June 21, 1831.  
Henry Massie, March 18, 1822—September 18, 1820.  
Joseph D. Kayser, March 18, 1822—

September 18, 1820

John Callaghan, March 18, 1822.  
Wm. H. Haynes, August 19, 1822—August 17, 1820.  
Moses H. Mann, August 19, 1822.  
John Perzinger, August 19, 1822.  
John Crow, August 19, 1822—July 17, 1820.  
Peter Pence, August 19, 1822.  
Stephen Hook, August 19, 1822.  
Sampson Sawyers, August 19, 1822.  
Charles Callaghan, August 19, 1822.  
John Arlitt, June 17, 1823.  
Isaac Steele, September 15, 1823.  
Sebastian Hansbarger, September 15, 1823—Nov. 20, 1820.  
John L. Boswell, August 16, 1824.  
Wm. Herbert (surveyor) June 17, 1822; died September, 1825.  
John Crow, (coroner) February 17, 1823.  
Jonathan Skeen, January 15, 1827—May, 1827.  
Joseph Damron, January 15, 1827.  
Jacob Kluiberlin, Feb. 19, 1827.  
Geo. Mallow, January 15, 1827.  
Samuel B. Loury, January 15, 1827.  
Wm. C. Rogers, January 15, 1827.  
Lewis T. Mann, January 15, 1827.  
Samuel Kean, Sr., February 18, 1828.  
Henry Smith, May 10, 1831.  
John Allen, February 21, 1831.  
Douglas B. Layne, February 21, 1831.  
Andrew Fudge, February 21, 1831.  
John Crow, March 21, 1831.  
Archibald M. Kincaid, February 21, 1831.  
Wm. Kyle, February 21, 1831.  
John Hardy, February 21, 1831.

Correction:—"January 5, 1822" (line 5 in first article) should have been "January 5, 1823," the correct date of the formation of Alleghany County.

*Correct and Complete  
Compilation.  
June 3, 1910. Hugh M. Wallis?*

