

6A Chillicothe Gazette Thursday, September 10, 1998

**You're invited to Hallsville's Celebration of Ross County's Bicentennial**

**SATURDAY, SEPTEMBER 12 • 6:30 PM**



**HALLSVILLE COMMUNITY METHODIST CHURCH**

**CHURCHES AND CEMETERIES**

The oldest church still standing west of the Allegheny Mountains is the Etam Church, located south-west of Hallsville on the Walnut Creek Road. This church was built of logs in 1810 and is still standing by the side of the Walnut Creek Road on the same foundation. Various additions have been made: new siding, covering for the logs and better heating arrangements. A bell tower was added and a bell (contributed by the trustees of the Hallsville United Brethren Church). On June 21, 1970, the Etam Church was dedicated as a National Denominational Shrine. Next, coming north on the Walnut Creek Road, we come to the Mount Review Church, now called Walnut Valley. It was built of logs, with boarded shutters, in 1822. This church originally stood to the east at the top of the hill. Four cemeteries are located quite near Hallsville. The old Throckmorton Cemetery about one mile north of the Whistler Road is no longer in use, but here lie sleeping many of the pioneers of the community. The Dawson Cemetery to the east of Hallsville on the north side of Route 180 (on a hill on the Adam Schaff farm) has also been abandoned and but four graves remain. The Hickie Cemetery on the former Herman Dresbach farm was the private burial plot of the Hickie family. The earliest interment recorded in 1829; the latest, 1845. The second oldest burial plot in Colerain Township is located one mile west of Hallsville on State Route 180. It was first used in 1811 when Jacob Strauser was buried there. He was killed at a barn-raising on the Martin Dresbach farm nearby.



**HALLSVILLE E.U.B. CHURCH**

**Hallsville Bicentennial Ceremony**

Baby Pageant - 10 am • Toe Tappers - 2 pm  
Pet Show - 1 pm • Buck Fyffe & Bluegrass Jams 3 pm  
Water Battle - 1 pm • Parade - 6 pm



**HAYNES GROCERY STORE**

**A Brief History Of Hallsville**

In 1796, Zedeiah Dawson and his brother Thomas emigrated from Virginia and built a cabin on the east bank of the second stream of water east of Hallsville, on what is now State Route 180. In 1800 another brother, Isaac Dawson, came from Kentucky, up the Scioto River to Chillicothe, then guided by the Indians, to the Colerain Township area. Isaac Dawson was active in the War of 1812. He organized his own company of Rangers, and later commanded a battalion of cavalry, rising to the rank of Colonel. In 1815, Isaac was elected Ohio State Senator from this district. He distinguished himself by his pioneer mode of dress, logic and oratory.

In 1796, Conrad Blitzer came with his wife from Berks County in Pennsylvania via Portsmouth to Chillicothe, Ohio, passing but one hut on the way up the Scioto. They settled for the winter in what was probably an abandoned Indian cabin, on Blackwater Creek in Green Township.

Jacob Bowsher came with his brother William from Berks County, Pennsylvania in 1801. Jacob purchased land taken by Abraham Eyestone, paying \$1.25 per acre for 160 acres of good land. In 1802, he went back to Pennsylvania and brought his wife and three children to the new land. Martin and Benjamin Dresbach, brothers from Pennsylvania, settled one mile west of Hallsville in 1809. Originally from Germany, they had passed only briefly in Pennsylvania before moving on, lured by reports of better opportunities. Martin had five children (Simon, Ephraim, Henry, Mary, ?) by his first wife, Mary Spilker. She died on the trip through the mountains and was buried beside the trail. Ann, Martin's second wife, was from Pennsylvania. Her children were Reuben, Jacob, Samuel, Leah, Katy, Eliza, and Lydia.

**K&A RAILROAD**

After the railroad came to Kingston in 1876, a movement was started to connect its service to the coal fields of Hocking and Athens counties. Construction, under the direction of Mr. John Karshner and Company, was started in October, 1882. Jeremiah Ann had the contract for establishing the grade and laying the track from Kingston to Floodwood. Late in 1885 the road was ready for operation as far as Adelphi. It is said the operation was partially completed to a point beyond the town of South Bloomingville, but that was never completed and the track was never laid past the Adelphi Station. This was located just north of the Mineral Springs grounds south of Saltcreek, beside the Adelphi-Laurelville Pike.

The railroad was single-track. The engine, a red caboose, a passenger car, and a few freight cars were purchased from the Marietta, Hocking and Northern Railroad (now part of the B&O System). The lettering on the equipment was never changed. The purchase price was \$1,800.00. Two round trips were made each day—forward to Kingston and backward to Adelphi. Fare was 40 cents. Some twenty passengers were hauled each day. Stops were made at Hallsville in each direction. Since there were no sidings, cars were dropped off any place a farmer wished to load corn, wheat or other freight along the line, until the train came back.



**THE COMMUNITY BAND**

They play good music well - they enjoy playing! They've continued their playing now for more than one hundred years. People still enjoy listening. The Adelphi-Hallsville Band Plays on! Membership has varied. There were about a dozen in the group that gathered in 1880 to practice. Mont Long was the first conductor. The organization played at picnics, reunions, parades, political rallies and holiday celebrations. They still do! Personnel changed over the years. In 1903 a group known as "The Bowsher Bunch" carried on the tradition. In 1924 the Knights of Pythias Lodge of Adelphi assumed sponsorship. During June, 1980, in commemoration of the 100th anniversary of the Hallsville-Adelphi Band, Clarence Miller, Congressman of the 10th Congressional District, invited the band to appear at the nation's capitol.

This was a district honor! A group of 82 persons, 26 of them band members, went by chartered bus and cars. Concerts were played on the capitol steps in the morning and at Arlington Va. in the afternoon, followed by a tour the rest of the day.



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