19. Trails and Roads

All this information we have been looking at is important, Little Dear One, because I think the prosperity Heinrich and Maria experienced in Cincinnati influenced their decisions about their covered wagon journey to Iowa. Flush with money, still young and energetic, confident in their ability to continue to prosper in Iowa, with three children ages several months to five years old, they would have wanted to make the trip as comfortably as possible, and with the greatest speed possible. So I think they sold or gave away almost all their house and farm furnishings in Cincinnati, including stock, and took with them to Iowa only the basic necessities they would not be able to buy easily in Iowa, plus any treasured belongings. If they had any special but heavy furnishings like a piano, they would have consulted with Maria's brothers about whether that item could be bought in Dubuque, then decided whether to take on the extra work and expense of shipping the item, knowing that the item might take months to reach them, depending on the navigability of the rivers. In addition, I think they planned to stay in local taverns and inns along the way whenever such were available and that they chose their routes partly on the basis of available lodgings.

For example, the National Road was not only an improved road by 1850, it was also dotted with houses of hospitality, with taverns and inns being available an average of every ten miles and in some areas nearly every mile along the way. Though it was also extremely busy and crowded with traffic, I think Heinrich and Maria would have been curious to travel on it because it was the nation's first macadamized road, made of a soil and stone aggregate.

Construction of this first macadamized road in the United States began in 1823. We will look more closely at the history of this important road, but to understand that road we should spend a little time looking at the history of buffalo traces, Indian trails, military roads and pioneer routes in the 1800s, to help identify the ones Heinrich and Maria might have taken.

Here is a good map of Ohio showing the historical Indian lands and the most important trails.

We can look at a nice overview of old Indian Trails in Ohio, *Indian Trails and Towns in Ohio*, from *Archeological Atlas of Ohio 1914*. The western-most trail in the lower left corner of the map below, for example, may have been a trail Heinrich and Maria followed for a while from Cincinnati if they chose to go to Richmond, Indiana and take the National Road from Richmond to Indianapolis. Today's highway 27 follows this path from Cincinnati to the border with Indiana and leads to Liberty, Indiana, where they would have connected with another trail going north to Richmond.

MAP SHOWING INDIAN TRAILS AND TOWNS IN OHIO.

The importance of the aboriginal trails of Ohio to the settlement and development of the state, hardly can be overestimated. In many instances they determined the location of the early white settlements as well as the first forts and military roads, many of them later becoming permanent highways. They ranged in width from a mere trail threading the wilderness to paths of a few feet wide in the more open country and generally followed the high ground between the water courses or hills and ridges adjacent to the streams.

It was along these trails that the aboriginal Ohio peoples traveled from one part of the state to another, whether engaged in warfare, the chase, trade and barter, or migration. Later they

served, together with navigable streams, as the only means of entrance for the white traders and settlers who pushed their way into the country west and north on the Ohio river. Thus the trails in great measure determined the course of improved highways and in this way strongly influenced the location of communities and towns.

Trail No. 1. The "Great Trail" so-called, was the most important of the east and west trails in Ohio. It was the western extension of the great highway between the Indian country around Delaware and Chesapeake bays, running westward to the forks of the Ohio, where later Fort Pitt and Pittsburg were to be, thence westward through Ohio to Sandusky Bay and around the west end of Lake Erie to a junction with the trails leading to the country around Lake St. Clair. The principal Indian towns on the Great Trail in Ohio were the Tuscarawas and Beaver towns where it crossed the Tuscarawas river; Mohican John's town, further west; and the Sandusky towns around Sandusky bay and river. At a later period, the Great Trail was the high- way connecting Fort Pitt, at the forks of the Ohio; Fort Laurens, located at the crossing of the trail and the Tuscarawas river; Fort Sandusky on Sandusky bay, and Fort Detroit, at Detroit. *(Note: This trail was probably the forerunner of the great Oregon Trail.)*

Trail No. 2. Of striking importance was the Scioto trail running north and south through the state, between Sandusky bay and the mouth of the Scioto river. Ascending the Sandusky river, crossing the portage and descending the Scioto to its juncture with the Ohio, the Scioto trail crossed the latter river and joined the famous "Warriors' Path," leading far into the southland. Together these trails constituted one of the greatest war paths of the western country. The principal towns were the Sandusky towns near the bay; the Pipe's towns, Half King's town, Wyandot town, in the vicinity of the upper rapids of the Sandusky river; Mingo and Delaware towns in Delaware county; Old Salt Lick town and Mingo town in Franklin county; Maguck and the Chil-lieothe towns in Pickaway and Ross; Hurricane Tom's town and Wanduchale's town further south and Chillicothe on the Ohio, or Lower Shawnee town, at the mouth of the Scioto. The northern portion of this trail was identical with the route of Trail No. 6.

Trail No. 3. This trail connected the Indian country about the forks of the Muskingum with the Shawnee settlements on the Scioto and thence west and north to the important Miami towns on the Miami and the upper course of the Maumee river. At the Muskingum forks it connected with important trails running east and north. The principal towns were Conchake, White Woman's, Wakatomika, French Margeret's, Maguck, Cornstalk's, Upper Chillicothe and Pickawillany.

Trail No. 4, frequently known as the Shore Trail, followed the southern shore of Lake Erie, from where Erie, Penn., now stands westward along Sandusky bay and then joined the trail north to the site of Detroit. Pettquotting town and the towns around Sandusky bay were touched by this trail.

Trail No. 5, known as the Cuyahoga-Muskingum Trail, extended from the mouth of the Cuyahoga river on the north and following the Cuyahoga river and crossing the portage in Summit county, descended the Tuscarawas and Muskingum to its mouth. The principal towns on this trail were Saguin's Post, Ottawa town and Mingo town on the Cuyahoga;

Tuscarawas and Beaver towns on the Great Trail; Conchake and White Eyes towns near the forks of the Muskingum and the several Delaware towns to the south.

Trail No. 6 was one of the most important fur routes between the Lakes and the Virginia country. It entered Ohio opposite the mouth of the Great Kanawha river, passed through the salt region of Jackson county to a juncture with trail No. 2 at Maguck, from which point north the two trails were practically merged. With its southern extension through the mountains this trail formed one of the greatest highways between the southern and the central Ohio counties.

Trail No. 7, known as the old Mahoning trail entered Ohio where the Mahoning river crosses the state line. Eastward it joined the Great Trail to the forks of the Ohio. Its westward course led through Portage and Summit counties to Sandusky Bay. The principal towns were Salt Lick and Mahoning towns on the Mahoning.

Trail No. 8 connected Trail No. 3 with the Maumee river, at the mouth of the Auglaize, thus forming a land-water route to Lake Erie. The old town of Wapogkonetta and Little Turtle's and Blue Jacket's town were on this trail.

Trail No. 9 extended from Will's town on the Muskingum to Crow's town on the Ohio near the present city of Steubenville. This trail, as well as trails 1 and 2 were extensively used by the first whites who pushed their way into the country north and west of the Ohio.

Trail No. 10 connects Chillicothe on the Ohio with Trail No. 3 midway between Mad river and Pickawillany. It follows in a general way the watershed between Paint creek and the Little Miami river.

Trail No. 11 entered Ohio from the south, crossing the river west of the site of Cincinnati. It followed the course of the Miami river northward and joined Trail No. 3 at Pickawillany. *(Note: This may have been a trail that Heinrich and Maria followed.)*

Trail No. 12 was a branch from the Great Trail, leaving that trail at Painted Post in Columbiana county and extending southward to a juncture with Trail No. 5 near Conchake. The principal towns were Three Legs' town, New Corner's town and White Eyes town.

Trail No. 13 extended from Maguck southeast to the Muskingum river thence southward, crossing the Ohio river in Washington county. This was a well known war trail from the Shawnee settlements on the Scioto to the Indian settlements in southwestern Pennsylvania.

Trail No. 14 extended from a juncture with Trail No. 1l northward through the western tier of counties to the headwaters of the Wabash. Its course led near the present towns of Eaton and Hamilton. *(Note: This may have been a trail that Heinrich and Maria followed.)*

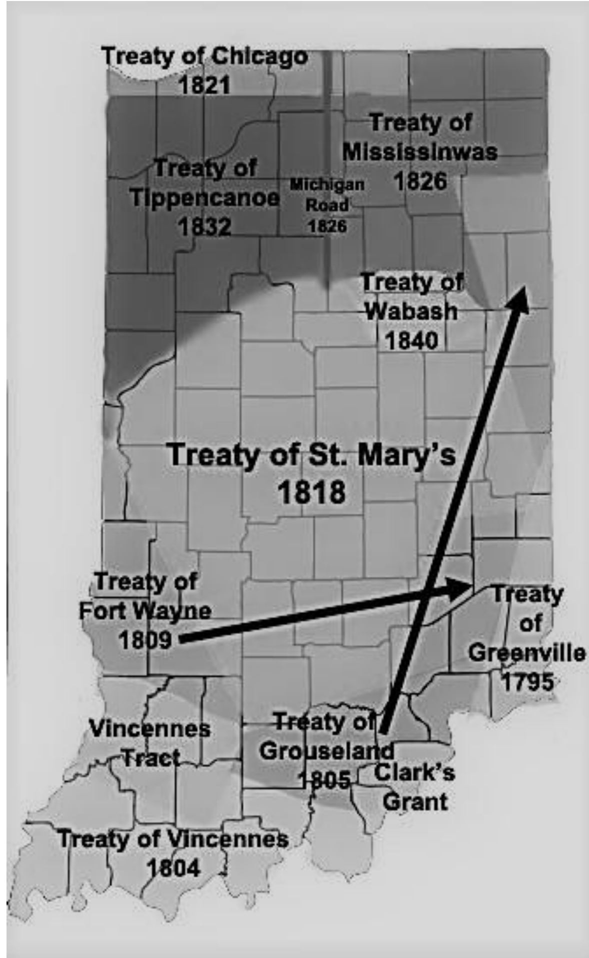
Trail No. 15 connected the towns at the mouth of the Scioto with Trail No. 3 near French Margaret's town in Fairfield county. It passed through the great salt region of Salt creek and Jackson county and doubtless played an important part in the aboriginal salt industry. The

principal towns were French Margaret's town, Standing Stone town and Lower Shawnee town.

Trail No. 16 was a connecting link between Trails 5 and 6. Its course followed that of the Ohio river, usually some distance inland and the principal towns were Wanduchale's and Kiskiminetas. A branch led southward through Jackson county, West Virginia.

The Indian towns shown on the map, in connection with the trails, should not be confused with the village sites of the county maps, which are determined solely by the material evidences scattered through the soil, while the former are based entirely upon historic evidence. Briefly the State map aims to show in a composite manner, as nearly as possible the location of the more important aboriginal trails and Indian towns, regardless of chronology, of which there is historic record. While extending down into historic times, the trails and many of the towns doubtless reached far back into the pre-history period of the territory now Within the State of Ohio and serve as a connecting link between the two eras.

There is a lengthy treatise Early Indiana trails and surveys, Indiana Historical Society, found in



archive.org that is very helpful in giving us the real flavor of the times in which the old Indian trails and buffalo traces were becoming trails and roads for the military, stagecoaches, and pioneers. A seldom-appreciated fact is that many of the early buffalo traces were the paths the buffalo took to get to the Kentucky salt licks. It is amazing to realize the vast distances the buffalo traveled and the way these huge animals invariably chose the best route for their travel. Early explorers quickly realized the value of these buffalo paths, and pioneer forts were often built along old buffalo traces. Another seldom-thought-of fact is that the early Indian trails probably had to cross over treaty lines, once the Indians had started to sign land treaties with the federal government. This process would make an interesting story all by itself. We will look at only a tiny piece of this treatise, including the information in the first paragraph about another trail Heinrich and Maria may have taken after they left Cincinnati if they chose to go by way of Miami to Harrison, a town that straddles the state line between Ohio and Indiana and which is the site of many Indian mounds. This trail goes north from Harrison into Indiana and goes up the Whitewater River valley to Liberty and on to Richmond. There are Quaker settlements along the Whitewater River on this old Indian trail, where Heinrich and Maria may have sought lodging. This may have been on their second day of travel if they had taken the route that has now become highway 74.

An Indian trail which passed through the "gore," crossed the Greenville Treaty line about 71 miles from the Ohio River. This old trail was a short distance north of Liberty, Indiana, and may have led to Liberty. It was indicated as an "Indian road to White river," by John Brownson, the surveyor, in 1806. It may have led to "Shield's Trading House," near Seymour.

In pioneer days the line of least resistance was the line of travel, hence streams were the lines of travel, when possible. When streams did not lead to the desired destination, forest paths were used. In time these became bridle paths, sled roads, wagon roads, etc. Thus animal paths, Indian trails, military roads, etc., became highways. When it was possible these old paths were on ridges, and usually watersheds. Settlements were made on these paths, and eventually the line of travel became the line of intelligence. Men and animals did not travel in straight lines, for they preferred a sure footing and a hard path to water and swamps.

The Buffalo traces were of no mean consideration in early Indiana life. The buffalo was a large, heavy animal with a comparatively small foot. He could not cross low, swampy, marshy land, and being gregarious, he could not remain long in one place, for hundreds and sometimes thousands of them ranged together. Their pastures vanished rapidly, and they had to move frequently. Buffalo roads, therefore, were very definitely marked and well beaten. The Miami Indian name for a "buffalo road" was "Lan-an-zo-ki-mi-wi. The small feet of these animals, along with their heavy bodies, necessitated their roads following the highlands — indeed the ridges, or watersheds. The Indians followed these trails because they were open, and occasionally furnished game. When the white man came as an explorer, hunter or settler, he followed these lines of least resistance. The buffalo avoided the hill and the swamp, and therefore took the ridge or the valley. He was a good civil engineer and path-finder. In fact he found the road and man followed in his footsteps.

In some parts of Indiana the Indian trail and buffalo trace are the same. They were paths beaten by both, and for both they were public highways across the plains, or through the forest. The trails and traces were great highways over which civilization came into the wilderness. Wild animals often followed the trails, trappers followed the game, and settlers followed the trappers. The backwoodsmen of the east came west, forded rivers, chose their resting place, and erected a palisade fort to protect their rude homes. Thus the west developed. Each important trail was as well known to the Indians and emigrants as are the chief roads known to us. It was important that each new-comer should know the trail by which he came and the place to which it led. Outside of these there was little other than a trackless wood, and for many years after the first settlements were formed these remained the gateways to the west. For many years the pack horses came over the trail along the Ohio from its fall to Vincennes on the Wabash. Both the French and the English pushed into the interior over the trail from Vincennes to Lafayette. In 1788, General Harmar and his army traveled over this Buffalo trace, traveling the 130 miles in six days. He observed that the country was hilly, but excellent for wheat, an observation now known to be true. Along these trails the emigrants traveled in search of land on which to settle, and fur traders carried their furs to market. Along these pack horses threaded their way, loaded with simple articles precious to the pioneers. Along these there came the power that conquered the wilderness and compelled it to yield up its hidden wealth to enrich humanity. (Old Indian Trains and Surveys)

Heinrich and Maria would also have had to cross the state of Illinois on their way to Iowa, and there is an eloquent essay *Old Prairie Trails and their Travellers* in *Historic Illinois* by Randall Parrish,

1907, that helps us understand even more clearly how the legacy of Indian trails was so important and helpful to our ancestors. I certainly do not agree with the author's terms "savages" and "aboriginals" to refer to the Native Americans, but I understand that the author was reflecting the common attitude of the time. From this essay we can feel confident that Heinrich and Maria probably followed Indian trails to Peoria, Illinois, and then turned north to the Mississippi River. This essay describes the long and colorful history of the trails as they were used by succeeding groups of people over the centuries. So even though the essay is long, we will include all of it.

In those years before white men came to Illinois, as well as during the entire period of sparse French occupancy, the virgin prairies of the country, roamed over by wild beasts and as wild men, were criss-crossed by innumerable Indian trails, leading either from village to village, or else to some more distant point of interest. Some of these were distinctly war trails, pointing the way direct toward distant hostile tribes or to some doomed white settlement along the far-off eastern border; others were the outgrowth of the chase, or the bartering of furs amid distant lodges; while the more important, traversed oftentimes by entire villages in their migrations, were the established routes of the aborigines, and remained much the same during many generations of constant wilderness travel.

The Indian mode of journeying when on foot was always in single file, their war parties oftentimes stretching for a great distance in straggling procession. As a result of this peculiarity, their trails leading across the country, if much used, soon cut deeply into the soft, alluvial soil of the prairie, leaving a plainly marked and narrow track, worn by the hundreds of moccasined feet passing that way. As some trails were thus used for possibly centuries of wilderness travel, and by many different tribes, not infrequently this gash became so deeply cut as to make travelling difficult, and consequently others were started close at hand, thus forming parallel tracks running for miles side by side. Like great uncoiled snakes these trails wound here and there across the level plains, and over the low hills, now skirting the edge of a dark forest, or plunging into its depths, here dipping into some silent ravine, or running beside the margin of lake or stream, yet ever pointing directly, and by the most feasible route, toward the selected destination, however far away.

The natural instinct of the savages as path finders was beyond all question, and those main trails which in an early day intersected the Illinois country, so far as they can be traced by modern research, exhibit few mistakes in judgment. The large rivers were avoided so far as possible, but, when they must be met, were crossed at convenient and shallow fords; the high and rocky hills stretching along the southern portion of the State were penetrated by means of their natural passes, while, wherever the trail led, the best of camping-grounds were always found convenient to the end of a day's travel. Several different points within the limits of the present State appear to have been favorite Indian meeting-places, and were seemingly used as such by more than one tribe, judging from the number and widely diverging trails leading thereto. The most clearly marked spot in this respect is Danville. From here, as a centre, narrow Indian paths branched off like the spokes of a wheel to every point of the compass. The Peoria Lake, or rather the detroit between the lakes, was likewise a favored meeting-place for various tribes, possibly for fishing as well as purposes of barter, while Rock Island and the mouth of the Chicago River were alike largely frequented. From Shawneetown in the far south, numerous well-worn trails led both north and west. During the days of Fort St. Louis, Starved Rock became a centre for widely diverging trails, traversed by many tribes.

Nor, with all these years which have passed since wandering, moccasined feet thus wore away the soft prairie sod, have evidences of these early aboriginal trails totally vanished. The lines were cut, not only across the dreary wilderness, but equally deep have they been impressed upon history.

In the very earliest of those old days of struggle and advance they became the prized inheritance of the pioneers. When venturesome settlers first began to stray cautiously forth from beside those streams, along whose inviting banks they had first made homes, the Indian trails became their natural guides into the unknown interior. They pointed the easier path through the Ozarks, and to spots of fertility and beauty far beyond. Following them, daring adventurers were led far out beyond the uttermost frontier, and thus is accounted for many an isolated settlement, seemingly a mere pin-prick amid the surrounding wilderness. Many of these trails were utilized for years by the earlier settlers as convenient means of communication; not a few afterwards became mail routes, and later still, stage routes, and finally, by the law of long usage, were transformed into permanent roads, which, ignoring all the rigidity of section lines and the authority of government surveys, swept independently straight across the country as the crow flies, as unerring in direction as when first traced thereon by some long dead and forgotten savage. So today, in many portions of this State, one can journey for miles along some old-time Indian trail, which would be alive with thrilling memories of that dead past could it only be induced to tell its long-forgotten story. Even railroads speed through the Ozarks, and across the open prairie, under such savage guidance, and passengers are whirled past scenes of barbaric and historic interest, could the rocks only speak, or the old forest trees give voice.

And what strange scenes of war and peace, what oddly attired passing travellers, what peculiar mingling of past and present, some of these old-time trails have witnessed in the speechless years gone by! It would be indeed a motley gathering could the ghosts of the trail again walk, and revisit those populous prairies. The story of them today, even in those little glimpses which have descended through the obscuring years, is most fascinating; yet the colors are sadly faded, the trooping men and women but so many spectres, unnamed and unknown. The old Sauk trail; the path leading from the far-away French villages on the Mississippi to Detroit; from St. Louis to Vincennes; and that dim trace extending from the mouth of the Des Moines to the Peoria Lake - all alike are historic and mysterious. About them cluster picturesque memories, legends innumerable, tragedies unspeakable; hardly a mile but has its story of daring endeavor and wild border life. Let us picture, if we can, some of the many who in those other years have passed this way -- the lonely Indian hunter, with his primitive weapons, fearful lest any step might plunge him into danger; the entire village on the move to new territory, the grave warriors stalking on ahead, the laden squaws trailing behind, the hardy ponies dragging the tepees, their long poles scratching up the soft turf; the painted and bedecked war party, armed and silent, skulking through the shadows; the black-robed Jesuit, counting his beads as he treads the weary miles, his one thought the salvation of souls; the wandering *coureur de bois*, careless of comfort, and ever at home in the wilderness, singing as he toils; the marching troops under the yellow flag of Spain, the *French fleur de lis,* the cross of St. George, and the American Stars and Stripes; the inflowing settlers, the gay, merry-making French, the grave-faced Americans, and amid them all the sombre-clad nuns of the Ursulines. All this these trails have seen. Here struggled and toiled the early immigrants, seeking spot for a new home in the wilderness; here the dauntless Kentucky hunters passed, their anxious eyes marking each dark covert in search for some skulking enemy; here the infuriated Rangers swept along in hasty pursuit of their savage foe.

History holds in her iron hand no more picturesque story than these trails could reveal were their guarded secrets known. Here met the nations of the Old World and the New - Indian and white, Spaniard, Frenchman, Briton, and American; priest and nun, soldier and adventurer, settler and outlaw, fair patrician women, and outpourings from the Salpêtrière and other hospitals of Paris. They have echoed to bursts of merry laughter, and to cries of agony and implorations of despair. Great soldiers, famous border-men, mighty warriors and chiefs, have helped to wear away this sod. Pontiac and Black Hawk, Keokuk and Tecumseh, Gomo and Little Bird, have all been here. Marquette and Joliet, La Salle and Tonty, Du Lhut, Clark, Renault, Boisbriant, Dubuque, Crogan, Taylor, Harrison, have all in turn borne part in their forgotten history have seen and suffered, toiled and conquered, along these trails of the long ago. Here captives - agonized women and children - have been hurried to distant villages, and a fate of slavery; along here men have been driven under the merciless whip to the fiendish torture of the stake. What suffering and hardship, what yearning and heartsickness, what speechless agony and brave hopes these silent miles have witnessed! And amid it all, bold and undaunted hearts were thus steadily shaping the destinies of a nation, laying the foundations of a mighty State, while through the wilderness, and along these blotted traces, they bore their messages of hope and despair, of peaceful greeting or warlike defiance.

Among these earlier trails marking the Illinois country, both Indian and white, although as a rule the latter utilized the experience of the former, it is only necessary to trace a few of the more important historically. That we are enabled to do this with some degree of accuracy is owing to the careful map-making of Rufus Blanchard.

While not the oldest by many years, the Sauk trail is in some respects one of the most interesting and clearly marked. It formed the pathway along which each recurring year the Sacs and Foxes travelled from their great village on the banks of the Mississippi to Malden in Canada, for the purpose of receiving their annuities from the English government.

It was what might be denominated as a broad trail, the large number of men, women, and children passing along it, with ponies dragging their tepees and household equipments, leaving a wide mark across the prairies. This trail followed as nearly a straight line eastward as the nature of the country would permit, and as a great portion of the territory traversed was level, or nearly so, there are reaches where modern section line roads actually follow this old trace for miles. Then the original pathfinder would meet with some early, but now surmountable, obstacle, and swerve aside to avoid it. This broad trail commenced its long, snake-like course at the present town of Milan, near the mouth of Rock River, crossed the more northern portion of Henry County, probably touching the present city of Geneseo, and then followed the pleasant valley of Green River until well into Bureau County, where it entered upon the higher, rolling prairie. The line swerved here more northeasterly, entering the present limits of La Salle County some two miles south of Mendota, and, crossing the Fox River close to the town of Sheridan, swept over the southern portion of Kendall County, -- where the old Maramech trails converged, -- finding opportunity to ford the Des Plaines slightly below Joliet, and finally traversed Cook County, about two miles north of its present southern limit, until it entered Indiana. It must have formed a sight well worth the seeing, this annual migration of Indians across the unbroken prairies. These were both large tribes, their confederation peculiarly strong, and no doubt they straggled out for many miles along the way as they marched, even while keeping close enough to each other to ward off hostile attack. As they thus passed through country hunted over by both the Pottawattomies and the Kickapoos, it is hardly likely they always escaped without paying toll of blood. As late as 1883, it is said by competent observers, the marks of this passage were still visible in many places, where the prairie

sod had remained undisturbed by the plough. *(Note: this Sauk trail is today highway 80 from Davenport, Iowa to Chicago, Illinois. Heinrich and Maria may have taken a portion of this trail from near Green Rock, Illinois to Davenport.)*

The old villages of the Peorias, which when the white men first came were established at the mouth of the Des Moines River in Iowa, were from a very early age directly connected by trail with the populous villages of the Kaskaskias - both being of the Illinois stock - situated upon the great bend of the Illinois River, near the present location of Utica. This trail was quite largely travelled by Indian trading parties, and probably at some time formed a portion of a direct line of savage communication, extending between the Mississippi and the Chicago portage. It was considerably used during the French occupancy of the country by the Jesuits, and by French traders settled near the Peoria Lake. As early as 1720 there was a French trading-post on Illinois soil opposite the mouth of the Des Moines. For several years this path was believed to be that followed by Marquette and Joliet on their return eastward, but later investigations have apparently decided that their return was made directly up the Illinois by canoe from its mouth. This old trail held its course across the present counties of Hancock, Warren, Knox, Stark, and Bureau, but so far as known has left no existing trace.

The overland trail between Kaskaskia and Detroit, laid out and used by the French for both trading and military purposes, was very early established. The date when it was first passed over by whites has not been recorded, but it was probably as early as 1705 or 1706. It was undoubtedly formed largely by the uniting together of shorter original Indian trails, although the necessity of transportation would cause white travellers to avoid obstacles to which an Indian would remain entirely indifferent. This trail was in almost constant use for years, wagons even being driven on it, and considerable detachments of troops marching its entire distance. To this day it remains, along part of its course, a legal highway in continual use. As originally laid out it ran almost directly northeast across the State from Kaskaskia to Danville, bisecting the Counties of Randolph, Washington, Marion, Effingham, Cumberland, Coles, Edgar, and Vermilion. The present cities of Elkhorn, Salem, and Charleston lie upon the old route. Rivers of any considerable size seem to have been successfully avoided, although smaller streams were crossed in plenty, Salt Creek and the upper waters of the Embarras being of most importance. For the greater distance in Illinois the line of passage led across high, level prairie land, dotted over with groves, the banks of the streams being generally heavily wooded. It must in that day have been a beautiful country in all its virgin freshness, and as the early French residents were usually on friendly terms with the Indian tribes along the way -- the Piankishaws and Miamis, -- there no doubt passed over its winding course many a merry party to whom the long trip proved a continual pleasure. Much of romantic interest clusters about the memory of this old-time track across the wilderness. In those far-off days of French ascendency, when Fort de Chartres was the centre of French power in the great valley, and the commandant of the Illinois country ruled as a little king, this old trail witnessed many a gay and glittering cavalcade. Here passed fair maids and merry matrons of France, not a few in the ruffled petticoat and high-heeled shoes of fashion; beside them gallant soldiers rode with bow and smile, their lace-trimmed uniforms gorgeous in the sunshine. Courtiers of the French court, friends of the great Louis, travelled these sombre miles of wilderness, passing the time with quip and fancy, while many an adventurer, his sole wealth the glittering sword at his side, pressed forward hopefully to his fate in the West. Troops, travel-stained and weary, marched it on their way to battle against the English out-posts; wild raiding parties swept over it through the dense night shadows, and many a despatch-bearer, lying low upon his horse's neck, speeded day and night with his

precious message. Would that the dead lips might open to tell again the thousand forgotten stories haunting every camping spot, every shaded nook, through which the old trail ran.

But the hour came when the French power grew weak, and all this fair country fell into English hands, and they in turn were compelled to deliver up their brief authority to American bordermen. The trail of George Rogers Clark, made in 1778 from near the site of Fort Massac on the banks of the Ohio River to Kaskaskia, marks an epoch in American history of transcendent importance. Nothing ever occurring in the West has resulted in greater permanent benefit to the people of the United States. In later years this faint track became a largely used trail for the early white settlers, pouring in by way of the Ohio. It was long a regular line of communication between Golconda and the settlements in the American Bottom, travelled by many a hardy immigrant into this new land. A puzzled guide caused Clark to wander somewhat; and to improve the trail by straightening it for a small portion of the way, was a task ably performed in 1821 by Mr. Worthen. A well-marked trail, laid out by the French and distinguished by red signs painted on trees, ran, via the mouth of the Ohio, between Massac and Chartres. Clark's failure to use this was doubtless through fear of discovery on the way.

Clark, with his little band of Kentucky riflemen, left the Ohio River, close to Fort Massac, at the mouth of a small creek just above where the city of Metropolis now stands, and plunged out into what was to him an unknown wilderness. He aimed at first somewhat northeasterly, seeking possibly thus to avoid serious entanglement in the Ozark Hills, until his column had reached to nearly the centre of what is now Pope County, when he swerved more westerly, his course becoming, because of poor guidance, decidedly irregular as they traversed what is now Williamson County. Their path led across the present site of Marion, whence the direction was straight north until the Perry County line had been crossed. Clark was by this time directly east of Kaskaskia, and his march to that place became as straight as natural obstacles would permit.

The following year he possessed the decided advantage of having competent French guides for his march toward Vincennes. These led him along a path which, for at least a large portion of the way, had been frequently travelled before, it being a connecting trail used by traders since about the year 1710, when Post Vincennes was first established. The mail route between these places, which was opened in 1805, chose a more northern course, thus avoiding the necessity of crossing those streams which gave so much trouble to Clark. This trail, thus utilized by that gallant band of frontiersmen in their desperate midwinter march through the wilderness, and along which they toiled and suffered for so great a purpose in the making of the history of Illinois, ought to be traced with care and marked by suitable monuments along its entire course. Today its direction can only be approximately given, as the best modern authorities differ somewhat widely regarding details. This much, however, we know beyond probable dispute - it led, in somewhat irregular course, because of natural difficulties, through Randolph County, probably crossing into the northwestern corner of Perry a little west of the present village of Craig, touching Washington County in its south-eastern corner, and fording Beaucoup Creek a few miles east of Radom. Jefferson County was crossed very nearly at its centre, the column passing perhaps a mile south of the present city of Mount Vernon, later entering Wayne County close to Keene's Station, just east of which they forded Skillet Fork. Here the course became more northerly, the trail passing some five or six miles north of Fairfield, and striking the overflowing waters of the Little Wabash not far from the immediate vicinity of Maple Grove, in the extreme northwest corner of Edwards County. Richland was crossed near the present site of Parkersburg, the Bon Pas River forded near where the town of the same name now stands, and Lawrence County was entered somewhat east of Henryville. The swollen

waters of the Embarras were probably first encountered some four or five miles south of Lawrenceville, from which point these undaunted bordermen waded and swam until they attained the junction of the Wabash.

Crossing over this same territory today, driving easily across the high rolling prairies, the seemingly level plains, and through pleasant groves, descending into wide, well-drained valleys, and crossing the slowly flowing streams by means of substantial bridges, the traveller can hardly imagine the innumerable difficulties, the unspeakable hardships, surrounding every mile of that early march. There can come to him scarcely a fair conception of what a freshet meant to this country in that day of the long ago, or of the immense downrush of water which rendered this wilderness advance one of the greatest military achievements of the century in which it took place. Only men of iron, long trained to combat all the hardships of the frontier, animated by the highest conception of duty, and commanded and inspired by an indomitable leader, could ever have accomplished it and gone forward to grim battle at its end. Illinois can well afford to mark with enduring memorials that course along which they so sternly struggled to final victory and the winning of an empire to the United States.

Other trails leading in various directions through this Illinois country are of less historic and romantic interest, and their story may be outlined in few words. One of the most interesting is that lonely track left across the northern counties by James Watson Webb, in 1822. At that time, being an officer stationed at Fort Dearborn at the mouth of the Chicago River (rebuilt in 1816), he volunteered to bear tidings of a threatened Indian uprising to the unsuspecting garrison stationed at Fort Armstrong, which stood at the lower extremity of Rock Island looking down the majestic Mississippi. It was in the midst of a severe Winter, and he travelled alone, without a guide, through unknown territory roamed over by hostile savages. His first point of destination was La Sallier's trading-post, situated on the south bank of Rock River, about on the line now existing between Lee and Ogle Counties, a few miles north of Dixon. This had just been established, and was the sole point of civilization in all that country. From here Webb's course was laid almost directly to the Mississippi. Reaching that river in the vicinity of Fulton, he proceeded down the eastern bank until he arrived in safety at Rock Island, and delivered his warning. It was a most perilous journey, not only on account of the hostiles haunting every mile of it, but also the natural dangers of the way, greatly accented by the severe season during which it was accomplished. The territory covered by this solitary traveller included Cook, Du Page, Kane, De Kalb, Lee, Whiteside, and Rock Island Counties. On his return trip Webb chose a more southern route as being safer, crossing Henry and Bureau Counties, until he reached the Illinois River, when the water-ways were followed back to the mouth of the Chicago. *(Note: Heinrich and Maria could have taken part of this trail because Fulton was on the Mississippi River and was between Davenport and Dubuque, Iowa, but I don't think they did this. The best crossing of the Mississippi River would be at Davenport, and Fulton was about 70 miles north of Davenport.)*

The route of Governor Edwards into the Indian country during the War of 1812 started at Camp Russell, just above the present site of Edwardsville, in Madison County, and passed directly north through Carlinville, Macoupin County, sweeping somewhat east of where Springfield now stands, and then led about three miles west of the present city of Lincoln. Just across the southern line of Tazewell County, near the present town of Centre, they discovered their first Kickapoo village, and destroyed it. From this point their march was almost directly north, until they came to the second village along the eastern bluffs of the Illinois, which after a skirmish was also destroyed. This must have occurred not far from the post-office of Spring Bay. Hopkins's rather disgraceful raid with his

mounted Kentucky riflemen, from Fort Harrison on the Wabash, expecting to cooperate with Edwards's column, succeeded in crossing Edgar, Vermilion, Champaign, and Ford Counties. Livingston was penetrated possibly as far as the town of Strawn, where the sight of distant raging prairie fires caused the soldiers to mutiny and retreat.

General Howard's more important advance into the Indian country the following year started from the same point as did Governor Edwards's, but pursued an entirely different route. His command followed the course of the Mississippi until opposite Fort Madison, Iowa, when it struck directly southeast across Hancock, McDonough, and Fulton Counties to the Illinois River, opposite the site of Havana. From here, cutting across the sharper bends in the stream, the general course of the river was followed until Gomo's village, where Chillicothe now stands, was reached and destroyed. The Fort Clark and Wabash trail was a well-travelled road after about the year 1815, and was probably used long before that date. It led from the site of Terre Haute, Indiana, to the north shore of Peoria Lake, and was extensively used by immigrants, as well as traders. Kellogg's trail was the first overland route between Peoria and Galena. It was laid out by an early settler of that name in 1825, and was heavily travelled for many years. It crossed Marshall, Bureau, Lee, Ogle, Stephenson, and Jo Daviess Counties. The first mail route in the State was established in 1805, extending from St. Louis to Vincennes, with a branch to Kaskaskia. It crossed the present sites of Belleville, Carlyle, Salem, Maybury, and Lawrenceville, and much of the road is still preserved. The second ran from where Mount Carmel now stands south to Shawneetown, and was placed in operation in 1807. Chicago possessed a mail route running south to Danville in 1832, and one west to Dixon in 1834. Ottawa and St. Charles were thus connected as early as 1830, and Galena was reached via the Dixon route in 1834. Criss-crossing the State were many other trails of less importance, yet all alike holding much of interest to those who desire information about early frontier life. The old roads growing out of these dim tracks across the wilderness were the arteries through which flowed the life blood of Illinois. *(Note: It is possible that Heinrich and Maria took part of the mail route from the Chicago area to Galena, Illinois, and then made the Mississippi River crossing at Dubuque, but again, the more likely crossing was at Davenport, 67 miles south on the Mississippi.)*

What was it like to travel on these early roads? *Pioneer Roads and Experiences of Travelers* by Archer Butler Hulberty, Cleveland, Ohio 1904 has a wonderful discussion about how the old Indian trails became roads: first step the broadening of the trail itself, widened by the military or by land agents, then the orders in some states like Pennsylvania to make the roads 10 feet wide, clearing trees and brush, then on lower or wet grounds the practice of "corduroying" – laying logs closely together to form a solid roadbed. This would have been in the early days of road-making in the 1830s and 1840s.

Fancy these wild, rough routes which, combined, often covered half an acre, and sometimes spread out to a mile in total width, in freezing weather when every hub and tuft was as solid as ice. How many an anxious wagoner has pushed his horses to the bitter edge of exhaustion to gain his destination ere a freeze would stall him as completely as if his wagon-bed lay on the surface of a "quicksand pit." A heavy load could not be sent over a frozen pioneer road without wrecking the vehicle. Yet, in some parts the freight traffic had to go on in the winter, as the hauling of cotton to market in the southern states. Such was the frightful condition of the old roads that four and five yoke of oxen conveyed only a ton of cotton so slowly that motion was almost imperceptible; and in the winter and spring, it has been said, with perhaps some tinge of truthfulness, that one cold walk

on dead oxen from Jackson to Vicksburg. The Bull-skin Road of pioneer days leading from the Pickaway Plains in Ohio to Detroit was so named from the large number of cattle which died on the long, rough route, their hides, to exaggerate again, lining the way.

When stages first came in and took to the roads there was bitter opposition from the travelers on horseback. Traveling by stage in 1825 was still considerably more uncomfortable than on horseback. The next stage of roads, facilitated by the change of conveyance to stagecoach, was the macadamized road, or roads made of layers of broken stone like the Cumberland Road and National Road. These roads were typically wider, thirty feet on average. Usually they followed the course of the old roads.

Let us look a bit closer now at the National Road, that iconic route from Cumberland, Maryland to Vandalia Illinois, which followed the old Indian paths, because we are proposing that Heinrich and Maria would have wanted to travel part way on this road, specifically from Richmond, Indiana to Indianapolis. This is from *Trails, By-Ways and Highways* in the *Lowell Tribune*, lowellpl.lib.in.us.

Most of the early roads were nothing more than bridle paths, but that was not true of the "National Road," which had its beginning in Cumberland, Md., and went as far as Vandalia, Ill. It crossed Indiana through Indianapolis, Greencastle, and Terre Haute. The road work reached the capital by 1827 and that same year was completed to the Illinois border. Pioneers working on the road were paid $1.50 per day, with most of them using the money to pay the taxes levied for the building of the roads.

They grubbed the timber, graded the ground, and built culverts and bridges of cut stone. Then, a track 30-40 feet wide in the center of the 80-foot right-of-way was laid with layers of stone 10 inches deep, topped by stone mixed with tar, or macadamized. In some very rough areas, they were forced to use heavy oak planks covered with sand, but this idea was soon dropped when the planks quickly wore out. The National Road went through Indiana almost straight east to west, with a variation of only two miles from the line. U.S. 40 now travels along this route.

The practice of using planks for a road was not unique to southern Indiana, for the idea was also used here in Lake County when a "corduroy" road was built between the village of Creston and the railroad station at Paisley in southwestern Cedar Lake. The Old Timer remembers seeing a portion of this old roadway, pointed out by his father, who told him about the very rough ride over the plank road. It was made by placing piling along the sides, connecting them with heavy beams, and then laying big planks across, making more of a bridge than a road. The old road started near the present railroad crossing at Creston, went north through the swamp and came out near a present boat harbor at the south end of Cedar Lake.

Road building became easier in south Lake County when the bridges were built. The first bridge over West Creek was built by 1837 pioneer Nehemiah Hayden in 1838 at a cost of $400. Before the bridges, the streams had to be forded or travelers had to be ferried across. Road building progressed, and with the coming of the railroads in the 1850's, many more were built to connect with the new form of transportation.

Here are some basic facts from *National Road, asce.org*

- The National Road initially followed a path first blazed by a Delaware Chief named Nemacolin, who had been hired by the Ohio Company, and later expanded into a military road by both George Washington and the British General Edward Braddock.
- Twenty feet wide and occupying a 66-foot right-of-way, the National Road was built in layers 12 to 18 inches deep, with larger stones on the bottom, smaller ones on top, and gravel and soil covering the surface -- according to a method devised by the Scottish engineer John Macadam and referred to as "macadamization."
- The first U.S. highway was extremely successful in helping to populate the western territories of a young and growing country. Between 1820 and 1840, for example, the population of the state of Indiana quadrupled, with the majority of new residents arriving on the National Road.
- Prior to the building of the road, President Jefferson's Secretary of the Treasury, Albert Gallatin, reported to Congress that the most efficient way to ship goods from Pittsburgh to Philadelphia -- separated by only 280 miles -- was by way of the Monongahela River in Ohio to the Mississippi River, around the tip of Florida and up the Atlantic coast, a journey of more than 3,000 miles.
- Only a few remnants of the National Road exist today. Some of the bridges built to carry the roadway are still in use, including Dunlap's Creek Bridge, along with nearly 50 structures once used as inns or taverns, some of which operate today as restaurants or bed and breakfasts. Also surviving are two toll houses now part of the National Road Heritage Park in Pennsylvania.

At the height of the National Road's utility during the 1830s and 1840s, it was said to have been busy well into the early evening with traffic dominated by passenger and mail stagecoaches - which could travel 60 or 70 miles in a day - and brightly painted Conestoga wagons - made for carrying heavy loads at a speed of 15 miles a day. The coming of railroad travel in the 1850s soon eclipsed the National Road, and individual states eventually took control of the roadway. With the popularity of the automobile in the 1920s, however, the National Road found new life as U.S. Route 40, an east-west artery crossing the United States.

Here is historical information from *The National Road* on *Highway History*, U.S. Department of Transportation Federal Highway Administration.

The National Road, in many places known as Route 40, was built between 1811 and 1834 to reach the western settlements. It was the first federally funded road in U.S. history. George Washington and Thomas Jefferson believed that a trans-Appalachian road was necessary for unifying the young country. In 1806 Congress authorized construction of the road and President Jefferson signed the act establishing the National Road. It would connect Cumberland, Maryland to the Ohio River.

In 1811 the first contract was awarded and the first 10 miles of road built. By 1818 the road was completed to Wheeling and mail coaches began using the road. By the 1830s the federal government conveyed part of the road's responsibility to the states through which it runs. Tollgates and tollhouses were then built by the states, with the federal government taking responsibility for road repairs.

As work on the road progressed a settlement pattern developed that is still visible. Original towns and villages are found along the National Road, many barely touched by the passing of time. The road, also called the Cumberland Road, National Pike and other names, became Main Street in

these early settlements, earning the nickname "The Main Street of America." The height of the National Road's popularity came in 1825 when it was celebrated in song, story, painting and poetry. During the 1840s popularity soared again. Travelers and drovers, westward bound, crowded the inns and taverns along the route. Huge Conestoga wagons hauled produce from frontier farms to the East Coast, returning with staples such as coffee and sugar for the western settlements. Thousands moved west in covered wagons and stagecoaches traveled the road keeping to regular schedules.

Historic stone bridges on the National Road have their own stories to tell as well as reminding us of the craftsmanship of early engineers. The S Bridge, so named because of its design, stands 4 miles east of Old Washington, Ohio. Built in 1828 as part of the National Road, it is a single arch stone structure. This one of four in the state is deteriorated and is now used for only pedestrian traffic. However, the owners of the bridge are attempting to obtain funding for its restoration. The stone Casselman River Bridge still stands east of Grantsville, Maryland. A product of the early 19th century federal government improvements program along the National Road, the Casselman River Bridge was constructed in 1813-1814. Its 80-foot span, the largest of its type in America, connected Cumberland to the Ohio River. In 1933 a new steel bridge joined the banks of the Casselman River. The old stone bridge, partially restored by the State of Maryland in the 1950s is now the center of Casselman River Bridge State Park.

Mile markers have been used in Europe for more than 2,000 years and our European ancestors continued that tradition here in America. These markers tell travelers how far they are from their destination and were an important icon in early National Road travel. As children we saw them and asked our parents what they were. As adults we nostalgically seek them out for photographing. A drive through National Road towns usually reveals one of these markers, such as the one standing by the historic Red Brick Tavern in Lafayette, Ohio.

Here is more information about mile markers, from *touring ohio.com*.

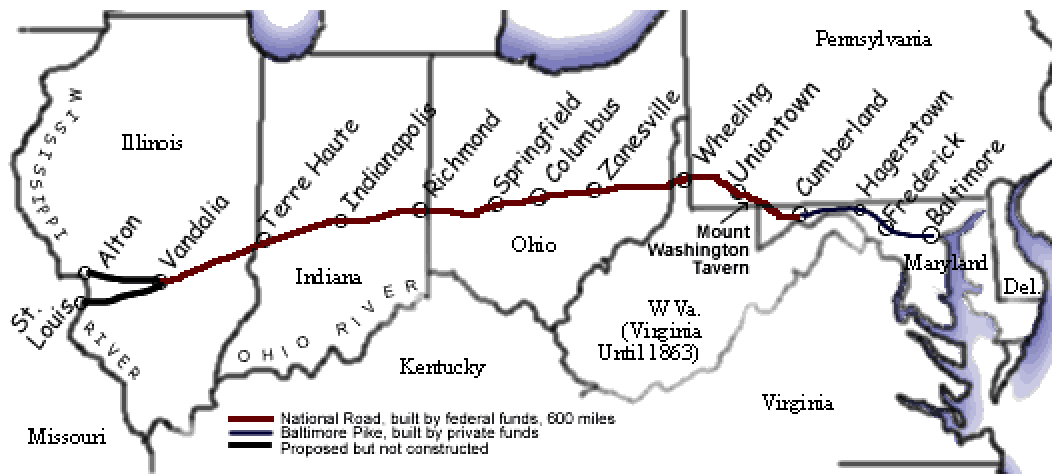
Two-hundred and twenty miles of the National Road run through Ohio and a stone marker on the north side of every mile told travelers how many miles they were from Cumberland, Maryland, the beginning point of the highway. To date, over 83 of these stone markers remain along the original routes of US 40. Congress required that there be distinguishing marks at regular intervals to aid travelers. The milestones were set at 1 mile intervals on the north side of the road. Congress did not specify the appearance of the markers, so each state was free to select its own milestone design. In Ohio, the markers were a square column with a rounded head. Each is marked at the head with the distance to the eastern terminus of the road at Cumberland, Maryland. Below, the square base is set at an angle to the road, with exposed sides showing the distance to the nearest city or village for the east- or west-bound traveler. As originally built, the markers were 5' tall and set directly into the ground, leaving 3' exposed.

At the top of the Mile Marker is the town name Cumberland and under that is a number. Cumberland was the beginning of the National Road. The number tells a travel beginning their journey in Cumberland how far they had traveled. Below that are several other town names. In the example above on the left is Wheeling 159, Columbus 31, and B. 1 1/2. On the right is Springfield 12, V. 1 1/4. This stone would have been located 289 miles from Cumberland, 159 miles from Wheeling, 31 miles from Columbus, and 12 miles to Springfield. The letters and numbers (B.1 1/2 and V. 1 ¼) referenced the distance to small communities, inns or taverns. In this example it references Brighton and Vienna. Vienna is now called South Vienna.

Information about the National Road can be helpful to genealogists.

Familysearch.org: As roads developed in America settlers were attracted to nearby communities because the roads provided access to markets. They could sell their products at distant markets, and buy products made far away. If an ancestor settled near a road, you may be able to trace back to a place of origin on a connecting highway. No lists of settlers who used the National Road are known to exist. In general people who used the National Road were from more Eastern states, especially Maryland, Pennsylvania, Virginia, West Virginia, and Ohio. They were most likely to have settled along the road or on various spurs in Pennsylvania, West Virginia, or in Midwestern states like Ohio, Kentucky, Indiana, Illinois, or Missouri.

The National Park Service has information in *nps.gov*:



The opening of the road saw thousands of travelers heading west over the Allegheny Mountains to settle the rich land of the Ohio River Valley. Small towns along the National Road's path began to grow and prosper with the increase in population. Towns such as Cumberland, Uniontown, Brownsville, Washington, and Wheeling evolved into commercial centers of business and industry. Uniontown was the headquarters for two major stagecoach lines which carried passengers over the National Road. Brownsville, on the Monongahela River, was a center for steamboat building

and river freight hauling. Many small towns and villages along the road contained taverns, blacksmith shops, and livery stables.

Taverns were probably the most important and numerous businesses found on the National Road. It is estimated there was about one tavern every mile on the National Road. There were two different classes of taverns on the road. The stagecoach tavern was one type. It was the more expensive accommodation, designed for the affluent traveler. Mount Washington Tavern was a stagecoach tavern. The other class of tavern was the wagon stand, which would have been more affordable for most travelers. A wagon stand would have been similar to a modern "truck stop." All taverns regardless of class offered three basic things: food, drink, and lodging.

Traffic During the heyday of the National Road, traffic was heavy throughout the day and into the early evening. Almost every kind of vehicle could be seen on the road. The two most common vehicles were the stagecoach and the Conestoga wagon. Stagecoach travel was designed with speed in mind. Stages would average 60 to 70 miles in one day.

The Conestoga wagon was the "tractor-trailer" of the 19th century. Conestogas were designed to carry heavy freight both east and west over the Allegheny Mountains. These wagons were brightly painted with red running gears, Prussian blue bodies, and white canvas coverings. A Conestoga wagon, pulled by a team of six draft horses, averaged 15 miles a day.

Cast iron mile markers, set out in the early 1830s, let travelers know distances on the road. Many of the original road markers may be found on the north side of the highway. Fiberglass reproduction obelisks were set out to replace the missing cast iron obelisks in 1998.

Decline By the early 1850s, technology was changing the way people traveled. The steam locomotive was being perfected and soon railroads would cross the Allegheny Mountains. The people of Southwestern Pennsylvania fought strongly to keep the railroad out of the area, knowing the impact it would have on the National Road. In 1852, the Pennsylvania Railroad was completed to Pittsburgh and shortly after, the B & O Railroad reached Wheeling. This spelled doom for the National Road. As the traffic quickly declined, many taverns went out of business.

A November 1879 *Harper's Monthly* article recounts interviews with several old men, most of them by then in their 80s, who recalled the glory days of the National Pike. One recalled:

The wagons were so numerous that the leaders of one team had their noses in the trough at the end of the next wagon ahead and the coaches, drawn by four or six horses, dashed along at a speed of

which a modern limited express might not feel ashamed. Besides the coaches and wagons, there were gentlemen travelling singly in the saddle, with all their luggage stuffed into their saddlebags. There were enormous droves of sheep and herds of cattle, which raised the dust like a cloud along their path. Once in a while, Mr. Clay or General Jackson made an appearance, and answered with stately cordiality the familiar greetings of the other passers-by. Homespun Davy Crockett sometimes stood in relief against the busy scene, and all the statesmen of the West and South Harrison, Houston, Taylor, Polk, and Allen among others came along the road to Washington.
The traffic was so heavy that generally it was safe from highway robbery, but the traveler by coach had his expedition spiced by the occasional assaults of highwaymen, who sprang out of the pines that in some places made perpetual night of the most brightest day. Nearly every mile had its tavern, and every tavern its pretty maid or jovial host. 'The eating was the cream of the earth, Sir,' said an old traveller to me. 'I dined at Delmonico's (in New York) last week, and my dinner was nothing to the venison cutlets and the ham and eggs and johnny-cakes of the pike;' which the reader may answer by saying that tastes are variable and unaccountable.
Nevertheless, the cookery was excellent and after the exhilaration of a gallop down a mountain without brakes, and the tonic air of the pines, what appetite would not be set on edge, what refinement of palate displeased, by venison cutlets, or even ham and eggs? There were rival lines of coaches, and the competition led to overdriving and many accidents. The passengers became partisans of the line by which they traveled and execrated the opposition and its patrons. Sometimes two coaches of different lines would travel together and, as one passed the other, the passengers in the vehicle left behind would threaten and gesticulate against the victors. The verbal menace was often emphasized by an exhibition of bowie-knives and pistols which more than once led to the verge of a battle; but among themselves the passengers in each coach were fraternally intimate and the driver was usually an old hand, who could tell stories by the hour to beguile his companions on the box seat. The rival lines brought rival taverns into existence, and as the two opposition coaches drove into a town for supper, they pulled up before separate houses.

The national turnpike that led over the Alleghenies from the East to the West is a glory departed...Octogenarians who participated in the traffic will tell an enquirer that never before were there such landlords, such taverns, such dinners, such whiskey...or such an endless cavalcades of coaches and wagons. A poet lamented "We hear no more the clanging hoof and the stagecoach rattling by, for the steam king rules the traveled world, and the Old Pike is left to die."

Here is a photo of a painting showing how the road was built. (Interactive.wwt.com)

1823 – First American Macadam Road. Painted by Carl Rakeman for the Federal Highway Administration, date unknown. *Courtesy of the Federal Highway Administration*

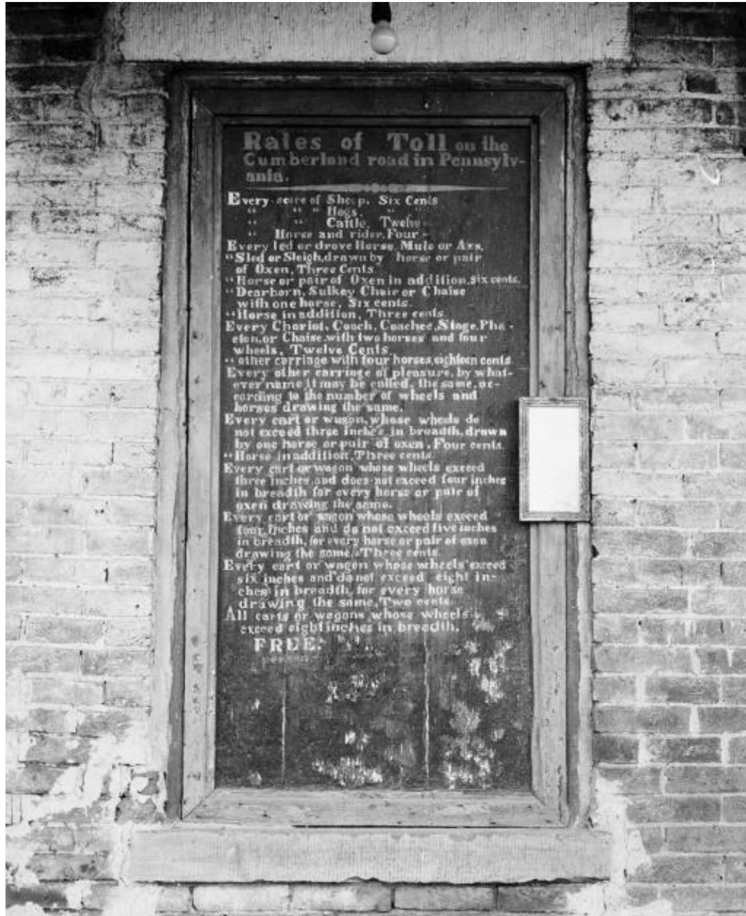
In the foreground, workers are breaking stones "so as not to exceed 6 ounces in weight or to pass a two-inch ring". The following essay from interactive.wwt.com is very informative:

It is called the "road that built a nation." And as the first, large-scale federal infrastructure project, it would pave the way for thousands of American settlers to venture out west. In those early days of the young nation, federal spending on a national project was highly controversial. "It remains controversial today, right?" says Joe Jarzen, the former executive director for the Indiana National Road Association. "This...idea that we're using public dollars to spend in states that may not necessarily be my state, we're going to be improving something for the betterment of the entire country rather than just for the people of the local municipality."

Though President Thomas Jefferson was no fan of federal spending, he knew that a road heading westward was necessary to secure what he saw as America's Manifest Destiny. Not only would it help America establish itself in land that was then almost entirely uncharted by Europeans, it would help forge a sense of unity between the coast and the new American interior while fueling economic growth. He and Secretary of the Treasury Albert Gallatin had worked together to finance the Louisiana Purchase in 1803 and the Lewis and Clark Expedition of 1804. And although both of those historical endeavors helped expand the United States' territories to the west, the Appalachian Mountains made travel between the interior and the East Coast difficult. Gallatin became the chief proponent for cutting a westward road through the mountains. And he proposed funding the project by selling federal land in Ohio. Incidentally, the road wasn't just in the nation's interest; it was also in Gallatin's. Not only would the road go through his former Pennsylvania congressional district, it went directly past his home. "This was the prime economic resource of the day. This was how these towns were going to make a living and grow," said Jarzen. "You wanted the national road to go through your town." Gallatin lobbied heavily for the appropriations, which Congress eventually passed in 1806. On March 29, Jefferson signed the act allowing construction of the 131-mile road from Cumberland, Maryland, then a metropolitan hub, to Wheeling, West Virginia, connecting access between the Potomac and Ohio Rivers.

Teams of workers cut a 66-foot-wide path through mountain passes, chopping down trees, digging out stones, and clearing forests as they went. The road was then paved with layered gravel, using a method borrowed from the French engineer Pierre Trésaguet. It involved a seven-inch-thick layer of stone, hammered in place, and topped with a layer of smaller stones. The first stretch was completed in 1818. It was officially called the Cumberland Road but unofficially dubbed the National Road, and later, the National Pike. Once the route to the Ohio River was complete, proponents began lobbying to extend the road to the new state capitals of Ohio, Indiana, and Illinois. Congress approved that funding in 1831. At the same time, representatives of the US government worked to remove many Native American communities along the route and beyond.

"Out here in Indiana, they're making these treaties," said Jarzen. "They're buying up the Native American land very cheaply [and] selling it at a much higher rate to the settlers." And when Native American leaders didn't want to sell, they were often forcibly removed. By the mid-1830s, for example, the United States had laid claim to much of the land all the way to and through the state of Indiana. In what is perhaps one of the most infamous of those so-called agreements, the Treaty of Fort Wayne, then-Indiana Governor William Henry Harrison signed a treaty with members of the Delaware, Potawatomi, Shawnee, Miami, and Kickapoo tribes for 3 million acres of tribal land in in exchange for $7,000 and an annuity of $1,750. The validity of those treaties has also been called into question by other Native American leaders, who said at the time that the treaty signers had no authority to speak for them or to sell the land.



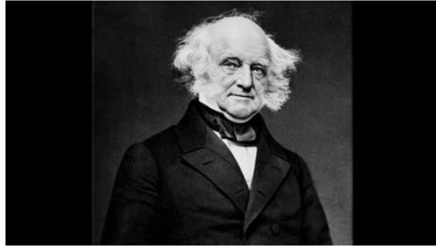
This interesting photo shows a plaque with toll rates on a toll house along the Old National Trail in Pittsburgh, Pennsylvania. Photo by A. S. Burns for the Historic American Buildings Survey, 1933. *Courtesy of the Library of Congress.* Here are the rates:

"Every score of sheep 6 cents
Every score of hogs 6 cents
Every score of cattle 12 cents
Every led or drove horse, mule or ass, sled or sleigh drawn by horse or pair of oxen 3 cents, horse or pair of oxen in addition 6 cents
Every Dearborn, Sulkey, chair or Chaise with one horse 6 cents , horse in addition 3 cents
Every chariot, coach, coachee, stage, phaeton, or chaise with 2 horses and 4 wheels 12 cents, other carriage with 4 horses 18 cents
Every cart or wagon whose wheels do not exceed 3 inches in breadth, drawn by a horse or pair of oxen 4 cents
Every cart or wagon whose wheels exceed 3 inches and do not exceed 4 inches in breadth, the same
Every cart or wagon whose wheels exceed 4 inches and do not exceed 5 inches in breadth, 3 cents
Every cart or wagon whose wheels exceed 5 inches and do not exceed 6 inches in breadth, 2 cents
Every cart or wagon whose wheels exceed 8 inches FREE"

If these rates applied in Indiana, and if Heinrich's wagon had three-inch wheels as I think it did, then Heinrich and Maria would have paid four cents at each toll booth to travel on the National Highway there. If the toll booths were about 20 miles apart in Indiana, as they were in Ohio, Heinrich and Maria would have had to pay tolls three or four times between Richmond and Indianapolis.

In 1831, the federal government began transferring control of portions of the Cumberland Road to the states, which began collecting tolls to fund repairs or contracting private companies to do so. They constructed turn pikes, or gated entrances to the road, and toll houses. The toll was based on the type of vehicle and the amount of wear and tear it would inflict upon the road. For example, a horse and rider paid four cents, while a chariot with two horses and four wheels might pay twelve cents. A score of sheep might pass for six cents. Wagons with broader wheels paid less, and in some places, carts or wagons with wheels larger than eight inches might travel for free, presumably because they might actually help compact the road gravel.

New towns and businesses began to spring up along the road to service this new economy, particularly near toll houses. “People are going to need sugar, they're going to need rope, they're going to need the food to help feed their oxen and their horses as they're going across,” said Jarzen. “You're smart to be on the road because that's where the commerce is, that's where the travel is. Taverns, blacksmiths, if you're on the national road, you're going to be prosperous, it's guaranteed.” The commerce also helped farming and manufacturing throughout what were then the Northwest Territories. Settlers, many of them in iconic Conestoga wagons, surged west on the road and established farms, sending flour, hemp, and tobacco back east. And it all centered on the National Road.



Van Buren vs. Horse
Road historian Dan Marriott recounts the story of a gaffe for the ages, in which former President Martin Van Buren fell from his horse-drawn carriage in Indiana, delighting supporters of the National Road. During his presidency, Van Buren had opposed appropriations for the highway.

And in many of these small towns, the founders gave their stretch of the National Road a new name: Main Street. “They were exchanging goods and not only goods, but ideas, the philosophies, and religions...and interactions of people all over the country were coming together on this road, in this one corridor, travelling together, interacting with one another, staying at inns together, shopping together,” said Jarzen.

The final federal appropriation for the expansion of the Cumberland Road was made in 1838. But just two years later, as railroads began to supplant horse-drawn wagons as a preferred method of long-distance travel, Congress voted against completing the project. Nevertheless, engineers and laborers brought the National Road further west by fits and starts, finally reaching Vandalia, the former Illinois state capital, in 1850.

And the National Road also established something new in the American consciousness: the idea of a street as the focal point of a community. Jarzen says that the early towns on the East Coast all centered around a park or green. “But as you moved west along the National Road, that center green becomes Main Street,” he said. And it also furthered another integral part of American identity: the constant striving for something better. “The whole notion of this is that people are going to drive [along the] road to find a better life,” said Jarzen. “It's a story of America, always looking for that next ability to improve life for our children...This is that experience for some of these pioneers and these families who are going drop everything, leave friends and family, people they know...and head west to find something better and to take advantage of the riches or resources that...the west has to offer.”

Let's look at information about stagecoaches, from *visit guernseycounty*.com.

Stagecoaches carried mail and passengers along the Old National Road and needed stagecoach stops to accommodate the horses and passengers. In 1840 the Good Intent Line ran its stages through Cambridge from Columbus to Wheeling in twenty hours. The Mail Pilot Line advertised that its stages would leave Columbus daily at 6 a.m., reach, Zanesville at 1 p.m., and Wheeling at 6 a.m., the next day, allowing five hours for repose at St. Clairsville. It took them twenty-four hours to

complete the trip. The fare from Columbus to Zanesville was $2.00 and from Zanesville to Wheeling $3.00. Within each stage were seats for nine passengers. Horses were changed about every twelve miles. At these station points, fresh horses would be hitched to the stage. Having rested his team, the driver would return later with another stage bound in the opposite direction. Drivers received twelve dollars a month with board and lodging. Drivers were rewarded for making fast time. Sylvester Root, who died in Old Washington, Guernsey County, in 1878, drove a four-horse stage from Old Washington to Cambridge, a distance of nine miles in thirty-two minutes. He was presented a driver's horn by the stage company for making the best time on the line. (Drivers' horns were used to alert stagecoach stops of their arrival.)

CREIGHTON HOUSE — Easton Rd., at Elizabethtown - Creighton House was a wagon and drove-stand. The house has been altered over the years. It is one of a few surviving National Road wagon and drove-stands. Great Conestoga wagons drawn by six horses, loaded with farm products for the east or merchandise for the west, would pull into the yard for the night. Drovers of cattle, sheep or hogs would herd their stock into the drove-lots to be fed. Drovers bought stock from the farmers and took it afoot to the eastern markets. They often paid no more than two or three cents a pound for hogs and cattle and a dollar or two each for fat sheep. Since it was not profitable to drive herds of fewer than 100, most frequently the number was 200 or more. In good weather many drovers detoured on the Wheeling Rd. (Zane's Trace), because the loose stone of the Old National Road injured the feet of the stock.

And information about bridges, from Traveling *the National Road in Ohio, Orlando Sentinel*

The S-shaped Salt Fork Bridge from 1828 lies east of Old Washington in Ohio's Guernsey County. It is on the National Register of Historic Places. (Bob Downing/Akron Beacon Journal/MCT)

BLAINE, Ohio — The Blaine Hill Bridge is a monument to Ohio's past. The 385-foot, brick-paved bridge in Belmont County is also a surviving link to the historical National Road. It dates to 1828 and is the oldest surviving bridge in the Buckeye state, designated Ohio's Bicentennial Bridge in 2003. The Blaine Hill Bridge once took traffic west onto the Big Hill with its 20 dangerous curves. It is the longest S-shaped bridge in Ohio.

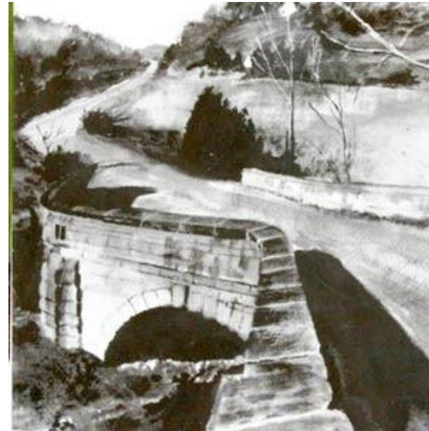
Such bridges were common on the National Road in eastern Ohio. It was easier for engineers to build bridges that were at 90-degree angles to the streams. Curved ramps were then added at both ends, creating shallow S-shaped approaches. The most common vehicles were stagecoaches that covered 60 to 70 miles per day and the colorful Conestoga wagons pulled by teams of six horses that averaged 15 miles a day.

Small towns along the road contained taverns, blacksmith shops and livery stables. There was one tavern for every mile of the National Road, according to some estimates. So-called stagecoach taverns were more expensive, catering to affluent travelers. The Mount Washington Tavern from 1828 in southwest Pennsylvania was one stagecoach tavern that is still standing. Wagon stands were cheaper, more like modern truck stops.

In eastern Guernsey County, you can drive across one of the S-shaped bridges on the National Road. The Salt Fork Bridge from 1828 lies east of Old Washington at Bridgewater and Blend roads. It is one of two S-shaped bridges in Guernsey County and a National Historic Landmark.

Drovers bought cattle, sheep or hogs from farmers and drove them on foot to Eastern markets. At night, they drove the livestock into drove-lots to be fed. The space was shared with teamsters driving freight in Conestoga wagons. The drovers typically paid farmers a few cents a pound for hogs and cattle and $1 or $2 for fat sheep. They would drive 200 animals at a time. Tollhouses appeared on the National Road from 1835 to 1910. That's because federal funds for maintaining the road dried up, and the states

switched to tolls. They typically stood about 20 miles apart. Searight's Tollhouse stands west of Uniontown, Pa.



Here is a diorama detail from the National Road Museum on US 40 east of Zanesville, Ohio, showing a Conestoga wagon crossing one of the famous "S" bridges, several of which can still be seen today. The second picture is a photo from *touringohio.com* of the Fox Creek Bridge as it was in the early 1900s.

Engineers would build S-shaped bridges because most streams ran north/south, and the road went east/west. The S-shape enabled the bridge to make the turn to cross the body of water, and then turn back to maintain the direction of the road. The bridges were typically built of sandstone quarried in the nearby hills, and these bridges display authentic craftsmanship of the early National Road period. Bridges that were bypassed with the construction of U.S. 40 have managed to survive.