

In the 1880's a huge coal boom made Guernsey County a major producer. The coal was shipped from the mines in Guernsey County by rail. Many mines were located in the surrounding area.



A miner's home still stands at this site. PRIVATE RESIDENCE. The driveway running in front of the house was the original route to Lore City. Route 265, west of this site, now takes you to Lore City. The Scott Mine and the Klondyke Mine are a few of the mines that were located along this route.

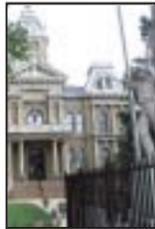
(23.7 miles)

17. **SANTA ANNA**, the Mexican General, was responsible for the fall of the Alamo. He was later captured and taken by boat to New Orleans, up the Mississippi and Ohio Rivers, then on the Zane's Trace to the Old National Road. As a prisoner, on the way to Washington, D.C. to stand trial, he stayed at McMurry Tavern in 1836. (McMurry Tavern once stood at the site of Guernsey Memory Gardens.)

Long's Motel (c. 1947) is on the north side of the National Road on your way into CAMBRIDGE. It is one of the few surviving U.S. 40 motels still in operation.

(25.5 miles)

18. **CAMBRIDGE HISTORIC DISTRICT** — (platted 1806) The National Road carries you through the center of the Historic District where you can still find examples of 19th century architecture. The Guernsey County Courthouse is in the center of town with a marble Civil War Soldiers' Monument standing in front. The Soldiers' Monument commemorates the patriotism, hardships and sacrifices of those from Guernsey County, who answered the country's call in time of peril.



Cambridge benefitted culturally and financially because of its location to nearby natural resources and routes of transportation.

18A. **Viaduct Site** - 5th & Wheeling Ave.

Wills Creek, the Zane's Trace, the Old National Road, the Railroad, U.S. 22 and U.S. 40 pass/ passed through this area. These routes of travel made Cambridge and Guernsey County an important transportation center.

The first bridge, authorized by the Legislature of the Northwest Territory in 1801, was built at this site of logs and had a puncheon floor. The old bridge was succeeded by the covered bridge in 1828 when the National Road was built. The covered bridge was in turn succeeded by the viaduct in 1925.

There is a monument located at this site by the old Union Railroad Station erected by Anna Asbury Stone Chapter, DAR (1926). Inscription reads:

"Near This Spot  
The Old Covered Bridge  
Spanned Wills Creek  
On the Old National Road  
1828-1915  
Near It Was The Ferry Cabin  
The First House  
Built in Cambridge  
1798-1800"

18B. **Cambridge City Park**

— Stroll through a Covered Bridge while following the walking trail in the park.



18C. **Museums** —

- Cambridge Glass Museum - 812 Jefferson Ave., Cambridge, OH 43725, 740-432-3045
- Degenhart Paperweight & Glass Museum 65323 Highland Hills Rd., Cambridge, OH 43725 740-432-2626
- Guernsey County Historical Museum - 218 N. 8th, Cambridge, OH 43725, 740-439-5884
- Hopalong Cassidy Museum - S.10th St., Antique Mall, Cambridge, OH 43725, 740-432-3364
- National Museum of Cambridge Glass - 136 S. 9th, Cambridge, OH 43725, 740-432-4245
- Universal Pottery Exhibit - Penny Court 637 Wheeling Ave., Cambridge, OH, 740-432-4369 (A Walking Tour of Historic Cambridge brochure is available at the Cambridge/Guernsey County Visitors & Convention Bureau, 627 Wheeling Ave., Cambridge, OH 43725, 1-800-933-5480.)

(27.5 miles)

19. **FAIRDALE TOLLHOUSE** — Off U.S. 40 at 5988 Fairdale Rd. - This tollhouse was erected on the Old National Road as a means of paying the crushing expenses of creating this National public work. Four tollhouses were maintained in Guernsey County and the only survivor is this tollhouse. The structure has been altered over the years.

Rates of toll were determined by the amount of damage done to the Old National Road.

**A schedule in effect in 1832 follows:**

- Score of sheep or hogs, \$ .05
- Score of cattle, \$ .10
- Horse and rider, \$ .04
- Sulky drawn by one horse, \$ .08
- Chariot or coach, \$ .12 ½
- Vehicle with wheels under four inches in width, \$ .06
- Vehicle with wheels exceeding six inches in width, free

Exceptions were granted to persons going and coming to church, a funeral, a place of election, places of business, to mill and to market. Clergymen went through free, as did children on their way to and from school. A stage and horses carrying United States mail were passed through free. PRIVATE RESIDENCE.

(29.7 miles)

20. **PETER'S CREEK "S" BRIDGE** — (Circa 1828) - Peter's Creek "S" Bridge was built with well-cut sandstone and good mortar in the shape of an "S." Floods of traffic used this bridge on the Old National Road heading for the western frontier and the eastern seaboard markets.

20A. The development and the history of transportation can be seen from this location:

- (1) **Zane's Trace** (1796) was a path cut through the dense forest in the Northwest Territory. See #21 for location.
- (2) **The Old National Road** (1828) over the "S" Bridge was the most important land route to the west.
- (3) **The Railroad** (1850's) replaced animal and foot power. The tracks are south across U.S. 40.
- (4) **U.S. 40** (1920's) was the major east-west artery. It exists within a few feet of the Old National Road.
- (5) **I-70** (1960's) is across U.S. 40 and the railroad tracks. It is the present-day mover of people and goods.



21. **ZANE'S TRACE** — On Peters Creek Road, across from Cassell Station. In 1796 Ebenezer Zane won a commission from Congress to develop a new gateway to the west. The Trace that he blazed followed the existing wild animal and American Indian trails wherever possible. The bridle trail, through the giant trees, wound its way from Wheeling, West Virginia to Limestone, Kentucky (present day Maysville). Along the Trace many new settlements grew.

In 1803 Ohio's state legislature set aside money to make the Zane's Trace accessible to wagons. The trees were cut to make it twenty feet wide. Travelers began to refer to the road by different names, including the Wheeling Road, the Wheeling-Limestone Road, or just the Limestone Road rather than as Zane's Trace.

(A hiking trail will be developed along this portion of the Zane's Trace.)

Side Trip: Travel on the following roads - Oxford Road, Frankfort Road, Zane Road and Endley Road where sections of the **Zane's Trace** ran. (Check map for locations.)

(31.7 miles)

22. **BEST HILL ROAD** — Off U.S. 40. Drive on the Old National Road with a Civil War Veteran Oliver Barnett's 1870's farm house. The stone used in the construction was quarried from the property and the lumber from trees nearby. This wooden house is a fine example of a Victorian Italianate residence along the Old National Road in Guernsey County. It is listed on the National Register of Historic Places. PRIVATE RESIDENCE.



23. **DEVIL'S DIP** is located a mile and a half east of New Concord on the abandoned Old National Road. It was so named because of a steep hill that descended to the bottom with a curve and narrow bridge. Primitive vehicles of the day and the design of the road caused more than one driver a "devilish experience" at Devil's Dip.

The tree shaded roadside valley was frequently the host to gypsy caravans and homeless men in the 1930's. (This site is on private property.)

(32.3 miles)

24. **STAGECOACH STOP** — U.S. 40 & Morgan Road. The William McDonald family owned this home and ran the Fountain Pump Tavern. The tavern sat west of this home across Morgan Road. PRIVATE RESIDENCE.

24A. **William McDonald** was a contractor on the Old National Road. He was given a contract to build a one mile section of the National Road through Cambridge on Wheeling Ave. from the Hutchison Tavern (National Hotel) west in 1827. According to the provisions of McDonald's contract, the road bed through Cambridge was to be twenty-four feet wide. The material used was broken limestone



The engineer was Jonathan Knight. Twenty-five years later the same engineer was employed for the construction of the Central Ohio (Baltimore and Ohio) Railroad through this section.

William McDonald's laborers were mostly Irish. They were paid sixty-two and one-half cents a day. In addition to this wage, each laborer received three "jiggers" of whiskey. A "jigger" was an average drink.

William McDonald and family members are buried in Speer Cemetery. It is the oldest cemetery in Guernsey County.

## National Road U.S. 40

"All-American Road & National Scenic Byway"

This designation was given by the U.S. Transportation Secretary to these six states which contain 660 miles of the National Road.



☆ Guernsey County is situated between Columbus, OH and Wheeling, WV at the intersection of Interstates 70 & 77.

For more information about Guernsey County history please visit the Guernsey County District Public Library, Finley Room, Cambridge, OH

Resources available include:

- File: Historic National Road, Guernsey County, Ohio
- Driving Tour pamphlet (volunteers, text & photographs from Oxford, Wills, Center, Cambridge, Adams and Westland Twp. that contributed to this brochure)
- Booth, Jr., Russell H., A Brief History of Guernsey County, Ohio
- Sarchet, Col. C. P. B., History of Guernsey County, Ohio 1911
- Wolfe, William G., Stories of Guernsey County, Ohio

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For more information please contact:  
Cambridge/Guernsey County Visitors & Convention Bureau  
627 Wheeling Ave.  
Cambridge, Ohio 43725  
800-933-5480

www.visitguernseycounty.com  
Email: info@visitguernseycounty.com

24B. **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.)

**We hope that you enjoyed the Historic National Road Driving Tour and that it enhanced your stay in Guernsey County.**

(Please contact the Visitors & Convention Bureau office if Old National Road Tour signs are damaged or missing 800-933-5480.)

**MUSKINGUM COUNTY (NEW CONCORD)** (33.8 miles)

1. New Concord, an 1828 "pike town," is proud of its heritage and has created entrances to the village featuring a "S" Bridge motif.

2. **Harper Cabin** was built in 1834 by Blacksmith Joseph McKinley who abandoned the Zane's Trace in favor of growing New Concord.

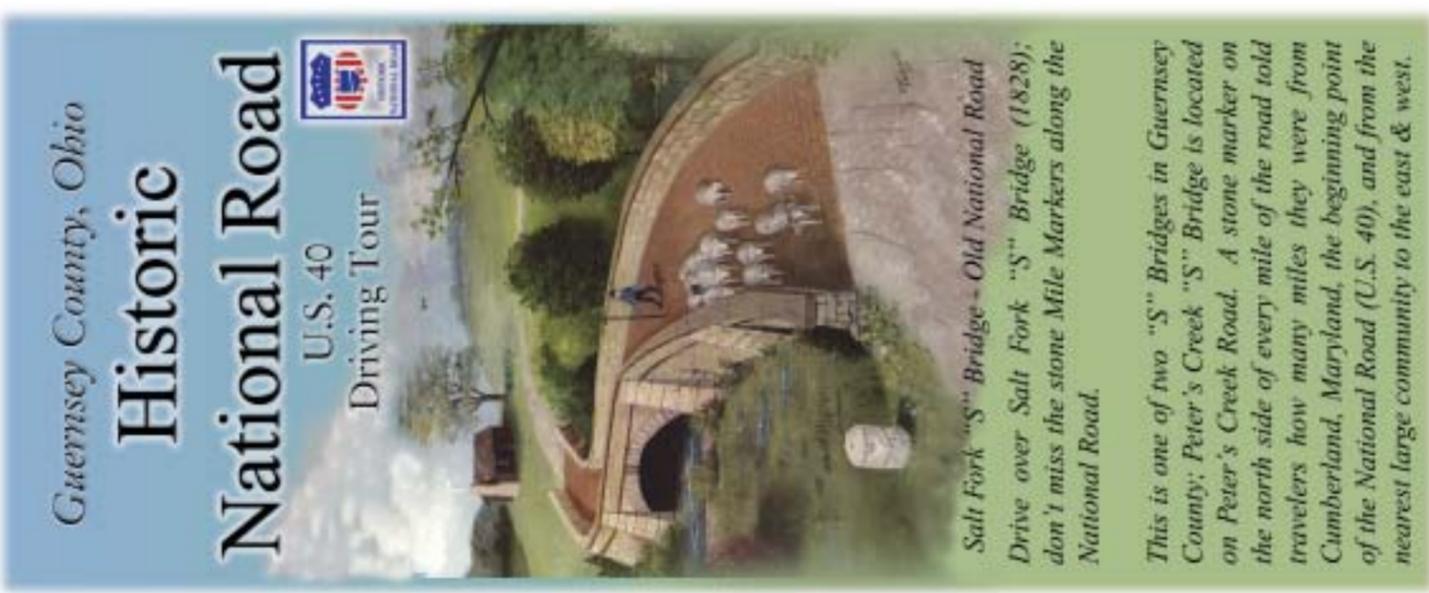
3. **John and Annie Glenn Historic Site** - Dedicated to telling the story of 20th century American history through the lives of John and Annie Glenn. Contact 740-826-3305

4. **Fox Run "S" Bridge** - New Concord's "S" Bridge was restored in 1997 and won the Historic Bridge Preservation prize that year. Two more "S" Bridges survive in Guernsey County.

(37.4 miles)

**MUSKINGUM COUNTY - (NORWICH) U.S. 40**

5. National Road & Zane Grey Museum - is dedicated to the story of the NATIONAL ROAD. Contact 740-872-3143



# Dear Visitor...

We invite you to enjoy the HISTORIC NATIONAL ROAD TOUR through GUERNSEY COUNTY.

Situated along the western edge of America's early national frontier, historic Guernsey County, Ohio has been welcoming travelers to the area for two hundred years. Nestled in the lush, rolling foothills of Southeastern Ohio's Appalachian Mountains, Guernsey County is a place of verdant forests and pristine lakes. Life moves at a more relaxed pace here, much as it did when the area was first settled two centuries ago. A launching point for pioneers headed west, Guernsey County took its name from an early group of settlers from the Isle of Guernsey in the English Channel.

Most early travelers reached this area by traveling along Zane's Trace, a trail cleared out of the wilderness in 1796, linking Ohio to Kentucky and points West. This historic route was replaced in 1827 by the Old National Road 21 years after President Thomas Jefferson signed legislation to build the nation's first interstate highway linking the eastern seaboard with the western frontier.

The National Road began in Cumberland, Maryland in 1811 and continued through Pennsylvania, West Virginia, Ohio, Indiana and Illinois. It was completed across Guernsey County, Ohio in 1828. Once opened, the coming of westward emigrants, stagecoach travelers, teamsters and local traffic spurred town building. Soon, travelers could find a place to eat, sleep or have wagon repairs done every few miles. These "pike towns" served the needs of local farmers, too. They could receive their mail, shop and ship their produce easily along the National Road. With the coming of the railroads in the 1850's, the road began to decline. Named U.S. 40 in the 1920's, the road was a major east-west travel route until surpassed by Interstate 70 in the 1960's.

The National Road in Guernsey County is a journey through our county's growth. The county's rich cultural heritage is reflected in the historic architecture and agricultural scenery as seen while passing through the pike towns and countryside. Antique shops, locally operated restaurants and attractions along the route will enhance the experience of traveling this historic highway.

## Enjoy your tour.

Old National Road Tour signs and this map will direct you through Guernsey County, Ohio's National Road Tour. You will be traveling on two lane paved and secondary roads. *Interpretive Plaques will be installed at most Historic Sites in the near future.*

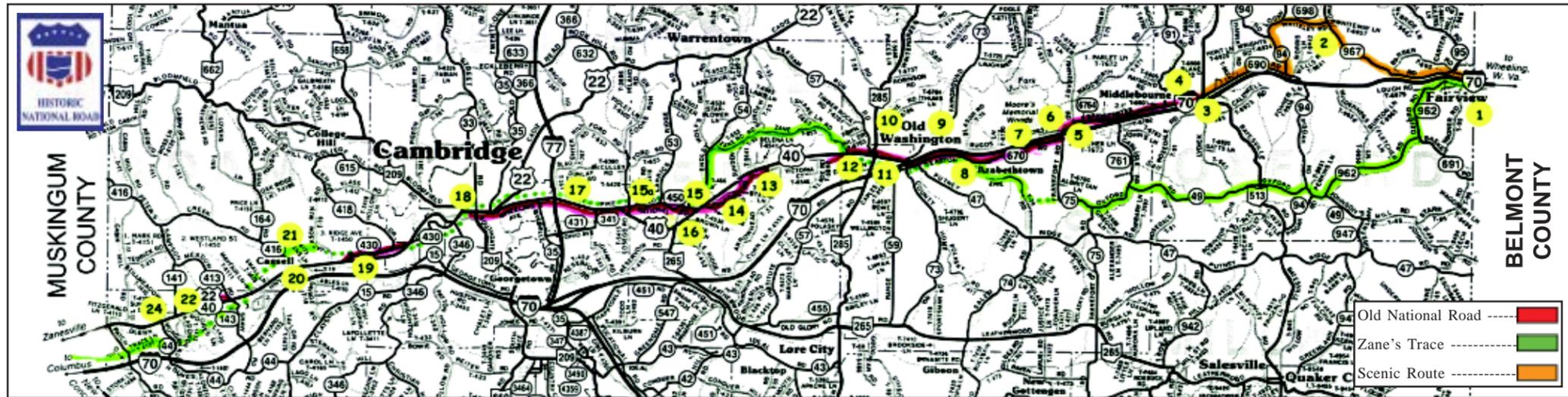
Gas stations with snacks and beverages:  
 • Quaker City Exit, between Sites #3 & #4.  
 • Old Washington Exit, Site #10.

Gas stations, restaurants, area lodging & shops:  
 • Cambridge Historic District, Site #18

All-American Road

# Key Sites On The Guernsey County National Road

National Scenic Byway



(00.0 miles)

1. **FAIRVIEW** — Off I-70 W, Exit 198 - Fairview is a pike town where the original National Road entered the eastern end of Guernsey County in 1827. A flood of traffic heading West brought diverse cultures and prosperity to Guernsey County.

Fairview boasted a pennyroyal distillery. Pennyroyal herb oil was valued for its medicinal purpose. Pennyroyal oil and tobacco, another "cash crop," were shipped by big freight wagons on the Old National Road to the eastern markets.

The Pennyroyal Opera House (1830) was formally a Presbyterian Church. Bluegrass concerts are now held in the Opera House. *(The Fairview Post Office, open Mon. - Sat., 9:00 am - 6:00 pm, has information on both the Bluegrass Concert Schedule & Pennyroyal Reunion. The reunion is held the third Sat. in August.)*



(0.5 miles)

2. **SCENIC DRIVE** — Continue west through Fairview to Whitely Rd., west to Pisgah Rd., south to Bridgewater Rd., west to Middlebourne. You will be traveling on two lane rural roads. Enjoy Guernsey County's rural farms and rolling landscape. Watch for the grazing buffalo; look for the Pisgah Church and Cemetery.



(7.2 miles)

3. **BRIDGEWATER** - A Tollhouse and "S" Bridge once stood in this area. The tollhouse was moved to Middlebourne and later destroyed (2002). The "S" Bridge is buried under Interstate 70.



(7.5 miles)

4. **MIDDLEBOURNE** - Bridgewater Rd. - Middlebourne was laid out on the approach of the National Road in September, 1827. Entire communities grew up near these early travelers' stops, acquiring the name pike towns.

Henry Clay, a United States congressman, was credited with the National Road coming through Ohio. He occasionally lodged here at the Hays Tavern (no longer standing) when traveling from his Kentucky home to Washington D. C.



The people were so grateful to Clay that, it is said, he could travel from one end of the Ohio National Road to the other and find tollgates and taverns opened free to him.

A feature of Middlebourne is the United Methodist Church founded in 1840. The building features hand hewed pews with central dividers to separate men and women. Today it is a focal point of this village.

(9.0 miles)

You will pass **Carlisle Cemetery** where Major James W. Moore and Hannah M. Carlisle Moore are buried. Major James W. Moore was a Union Officer in the Civil War.

**Amish farms & horse drawn buggies** can also be seen on your way to the Salt Fork "S" Bridge.

(9.5 miles)

5. **SALT FORK "S" BRIDGE** — (Circa 1828) Bridgewater Rd. & Blend Rd. (Old National Rd.) The Salt Fork "S" Bridge was so called because the shape is somewhat like the shape of that letter. Drive your car over this Bridge as stagecoaches, Conestoga wagons with hopeful settlers, freight wagons pulled by mules, peddlers, drovers with their livestock, foot travelers and mounted riders once did. TOUR BUSES PROHIBITED.



(10.2 miles)

6. **MAJOR MOORE'S HOME** - Silverleaf Lane - This is a handsome brick house on the National Road. Major James W. Moore was a Union Officer in the Civil War assigned to the 97th Ohio Volunteer Infantry. He married Hannah M. Carlisle Sept. 13, 1864 and settled on this 400 acre homestead. PRIVATE RESIDENCE.



7. **MOORE MEMORIAL WOODS** is a nature area and environmental educational laboratory with an excellent trail system through the woods. Major James W. Moore's daughter, Mrs. Edward Wallace, donated this land to the district in 1955. *(Take time to follow a trail.)*

(13.1 miles)

8. **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. PRIVATE RESIDENCE.

(14.2 miles)

9. **VALLEY SCHOOL** — Located on Guernsey County Fairgrounds - Valley School was a typical one room school built (Circa 1903) in Wills Township on County Home Road.

The Northwest Ordinance of 1787 was unique in America's early history by its insistence that public schools be established.

Mrs. Wilma Wigginton and a group of Guernsey County school teachers saved Valley School from destruction by moving it to the Fairgrounds. (This school is opened for tours during the Guernsey County Fair in early September.)



(14.2 miles)

10. **OLD WASHINGTON** was platted in 1805 by George and Henry Beymer on the Zane's Trace which was cut through the area. Old Washington is listed on the National Register of Historic Places because of the large number of pre-Civil War buildings.

On July 24, 1863 General John Hunt Morgan and his Confederate Cavalry arrived in Old Washington and fought the only CIVIL WAR skirmish on the NATIONAL ROAD in OHIO.

*(Old Washington Walking Tour Pamphlet can be picked up at Chancy's Market.)*



11. **OLD WASHINGTON CEMETERY** — Old National Rd., west to Morgan's Way, south to Old Mill Road - Old Washington Cemetery overlooks the village below. A Civil War Marker, "Morgan's Raid in Old Washington," stands near the area where three Confederate soldiers are interred.

General James Murrell Shackelford, a Union Cavalry Officer, gathered his troops at Cemetery Hill. The Union Troops began firing on the Confederates in the Village below, causing General John Hunt Morgan's retreat.

(15.3 miles)

12. **AVOIDING THE TOLLGATE** — The west-bound travelers (wagoners, drovers with livestock, settlers) could choose the Zane Road or the Old National Road at this site. The Old National Road passed by the tollgate in the Hyde Hill area, while the Zane Road bypassed the tollgate. Fines were imposed on travelers caught avoiding tollgates.

The National Road cuts through a hill called **Deep Cut**, located west of the Deep Cut Tavern. An excavation of this magnitude in 1827 with mattocks and shovels was quite a feat.

(17.1 miles)

13. **HYDE HILL TAVERN** — Located on Wardeska Ln., off U.S. 40 (across from Hidden Acres Sign) - The Hyde Hill Tavern (a painted white brick house) received patronage from horseback riders, pedestrians & stagecoach passengers traveling on the Old National Road. Taverns were needed for the many making frequent stops for food and rest.



They thus became a distinctive feature of the old road.

General John H. Morgan, a Confederate, was in Old Washington (east of this area). Anticipating an attack, he placed two pickets at the Hyde Hill Tavern which resulted in the "HYDE HILL SKIRMISH" on July 24, 1863. PRIVATE RESIDENCE.

You can walk on the same BRICK section of the Old National Road that patrons used going to and from the Hyde Hill Tavern. *The brick road is located east of the tavern.* TOUR BUSES PROHIBITED.

(17.5 miles)

14. **PEACOCK ROAD** — Off U.S. 40 - Peacock Road is on the National Register of Historic Places. A trip down this 1918 original brick portion of road recreates the experience of traveling the old two lane National Road. You will pass an 1877 farm house and the former Center Township Hall.

This section of road was left unpaved until World War I when it was needed as a route for war shipments. With little labor available, special legislation allowed prison inmates to be used as a work force in bricking some sections of the Old National Road. TOUR BUSES PROHIBITED.

(18.7 miles)

15. **FOUR MILE HILL** — (Craig Settlement) Old National Rd. & U.S. 40. This section of the old National Road has a serpentine shape. It was designed this way to lessen the incline for horses pulling heavy loads.

Miners' early homes and a small pond, the result of a strip mine pit, can be seen on this stretch of the Old National Road.

15A. **COOK RUN STONE BRIDGE** — (Circa 1828) U.S. 40 & Cooks Run Rd. - During the course of the development and creation of U.S. 40 in 1936 this bridge was abandoned, as were many other stone bridges along the National Road. Workmen for Southeastern Equipment Company uncovered this keystone type bridge in 2002.

Cook Run was named after Captain Thomas Cook, Sr. Captain Cook was born in 1749. Early in the Revolutionary War he joined the 8th Pennsylvania Regiment and soon became a Captain under Col. Daniel Broadhead. For his service he was given a warrant for 300 acres of land in the Military District. Captain Cook built a home on the site of the Ross farm; he farmed, kept a tavern and store. On Oct. 5, 1812, according to records in the courthouse, he paid \$1.84 for a license which authorized him to sell liquor at his tavern. Captain Cook died in 1831 and is buried in Old Founders' Cemetery, Cambridge.

Thomas Cook, Jr., was given the title to the farm in 1823. His 1832 Account Book states the following: the original spelling and capitalization have been retained.

Postage on 3 Letters	\$0.43	3/4
William Wood Hase Dug Cole	3 days	\$1.50
Isaac Simons to one drink		\$0.06
Bording William Wood	4 meles	\$0.25
Of McCracken	8 yards of calico	\$2.00
For 6 lb pickle Pork		\$0.25

(Return to 40E. for Site #16.)

16. **RAILROAD/MINING DISPLAY** — Off U.S. 40 Railroads monopolized the region's commercial traffic by the 1850's. Some National Road towns, bypassed by the railroad, became culturally and economically isolated.

Vintage cabooses on tracks and a recently built train station can be viewed at this site.