

### Remarks

It is hard to imagine busy Springfield Pike (Route 4) being a deer trail or then a foot path and then finally a military rode, but that's exactly what has taken place over the past 216 years. Today cars and trucks speed both ways 24 hours a day, 7 days a week.

When Losantiville, later renamed Cincinnati was settled in Dec. 1788, Fort Washington was constructed in Cincinnati in 1789 to protect the settlers from Indian attacks. As more and more people floated down the Ohio River to Cincinnati they moved north out of the city to farm the fertile rich soil between the 2 Miami Rivers. Another Fort was built a few years later in Hamilton and smaller forts were built in between. Two were constructed here in present day Woodlawn: Tucker Station in 1792 and Pleasant Valley in 1793.

Fort Washington in Cincinnati provided the operational base for campaigns against the Indian tribes of the Northwest Territory between 1790 and 1795. During the first three years, these campaigns were disastrous. Both in numbers and training the armies that operated out of Fort Washington were inadequate for the task. In addition their commanders were not equal to the leaders of the Indian tribes, especially the Miami Chief, Little Turtle.

In October 1790, General Josiah Harmer came up this military trail with 320 Army regulars and 1,133 Kentucky Volunteers. They were soon defeated near the headwaters of the Maumee River.

One year later General Arthur St. Clair went up this road with 2,700 men and was defeated by the Wabash River in Indiana with the loss of 613 lives and 237 wounded men.

General "Mad Anthony" Wayne replaced General St. Clair and acquired more men, gathered more supplies and trained his men very thoroughly for the next two years. In August 1794, his army defeated the Indians, led by the Shawnee Chief, Blue Jacket at the Battle of Fallen Timbers near present day Toledo. The Treaty of Greenville followed which was signed by the majority of Indian Chiefs. This document opened up most of Ohio and southern Indiana to white settlers. Indian fighting became generally a thing of the past.

As settlers moved into the Millcreek Valley, they acquired most of their supplies from Cincinnati. The first efforts at road making were made by cutting away the timber and underbrush along the route for about ten feet. This was later widened and improved as necessity required. Over the marshy places they constructed what were termed corduroys. This was done by laying timbers or small trees, cut 12 to 14 feet in length across the road bed. In many places these causeways extended a half mile or more with a few log culverts and bridges over small streams. There was very little grading and ditching. This constituted road making in the early 19<sup>th</sup> century. Travel was slow and uncomfortable. In fact it took 2-3 days to travel from Cincinnati to Hamilton.



In 1803 Ohio became the 17<sup>th</sup> state in the Union. In 1806 the Century Inn opened. This was an Inn that served food and supplied fresh horses to the weary travelers. A blacksmith's shop was near by. The Century Inn is of course still in operation and is one of the oldest Inns in Ohio.

This road however remained very inadequate and in 1817 the Cincinnati and Hamilton Turnpike Company was incorporated to construct a turnpike between the 2 cities. The capital stock of \$100,000 was divided into shares of \$25 each. In the Cincinnati Directory of 1819, the following statement is made concerning the roads leading to and from the city and I quote, "In no part of the US are good roads more wanted. During the winter months the roads are so soft and the mud so deep that traveling, especially with loaded wagons, is very laborious and tedious. In a country so prosperous, rich and beautiful, such vile and disagreeable roads are degrading to the taste, public spirit and enterprise of the inhabitants. They might be much improved with very little labor. But among the many improvements for which our young community is distinguished, the roads appear to have been most unpardonably neglected." End of quote.

Remember this when you complain about a few pot holes on the streets of Glendale and Woodlawn next spring!

At any rate the money was slow to come in and it wasn't until 1842 that the Cincinnati and Hamilton Turnpike was constructed on the general line of the Old Hamilton Road. To quote from a book, Historical Sketches of Hamilton County written in 1882, "This old road was for many years almost the only avenue by which business was carried on between Cincinnati and the area to the north of the city. In 1882 it was still one of the most important roadways leading into the city" End of quote.

After the Turnpike was opened a toll gate and toll house were added to this road. We are standing in a park that we call Toll Gate Park as you know.

We must not forget that Confederate General John Hunt Morgan and some of his 2500 Confederate raiders undoubtedly passed through this area on the Cincinnati and Hamilton Turnpike as they rode eastward on a diversionary raid around Cincinnati in 1863 during the Civil War.

The Cincinnati and Hamilton Turnpike was also called the Rainbow Highway after WWI because of all of the war memorials that were placed along side the roadway.

It is very appropriate for us to honor the Cincinnati and Hamilton Turnpike by placing this Ohio Historical Society, Historic Marker here today.

Thank You