

The following sketch is from the Mansfield Daily Shield of October 23, 1906:

**MOUNTAIN FREIGHTER.**

**A Relic of Pioneer Days in Ohio—To Be Exhibited at Mansfield Centennial.**

The old freight wagon given the Centennial Commission by the Hammon brothers, of Worthington township, has assisted in creating a lively interest in the coming Centennial Celebration. The wagon is of the old style, usually drawn by from four to six horses. It is called a "Maryland freighter," and it made dozens of trips over the mountains between this county and Baltimore, Md., before railroads were built.

The wagon was first owned by George Hammon, the grand father of John and George Hammon, who removed from the Shenandoah valley, Virginia, to Richland County, Ohio, in 1826, eight years after the National Road was completed from Cumberland to the Ohio River. The age of the wagon is not definitely known, but it is thought to be over a hundred years old, and is still in a fair state of preservation and will be in the grand procession of the Centennial parade. A prominent mercantile firm of Mansfield has sent to Munich, Germany, to have post cards made from a photograph of the wagon taken by Mr. Potter the day the wagon and the Cunningham logs were brought to Mansfield.

A number of persons looking at the wagon pronounced it a "prairie schooner," but those who have seen both "schooner" and "freighter," fail to see similarity between them. Each, however, has gone out of commission and can only be seen today as relics of an age gone by.

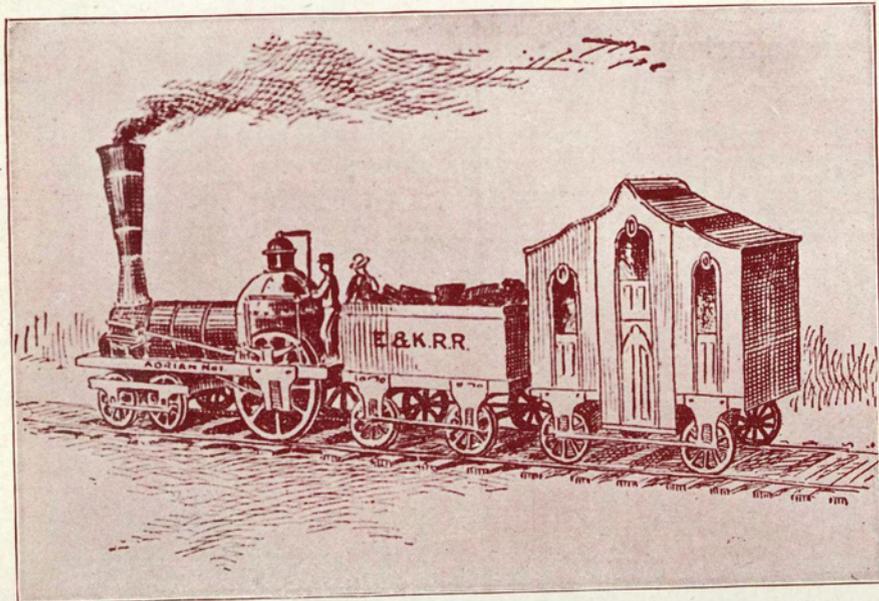
Ohio had at the close of the fiscal year, June 30, 1899, 8,767 miles of railroad, main lines, with 4,619 miles of all other tracks, making a total of 13,386 miles, giving facilities for traffic and transportation undreamed of when the National Road was made.

When the National Road was opened to the Ohio river in 1818, wagons of all descriptions, from the smallest to the great mountain freighters, like the one now owned by the Centennial Commission, were driven along the new roadway to Ohio, which was then considered the garden spot of the west. Gay stages—passenger coaches—also traversed the road, conveying passengers to and fro between the east and the west.

The means of transportation—both of passenger and of freight—have undergone such marvelous changes in the eighty-eight years since the National Road was opened, that we are slow to realize the importance of that enterprise, and are apt to forget the strength of the patriotism which made that road a reality. Over the beginnings of many great historical movements and enterprises there often hangs a cloud of mist, but over this heroic and successful attempt to make a young republic strong through unity, there is no obscurity. Besides the utility of the road in transportation and traffic, it united the west to the east in ties of interest as well as those of patriotism.



NATIONAL ROAD FREIGHT WAGON.



First Locomotive and Passenger Train Run in Ohio.