

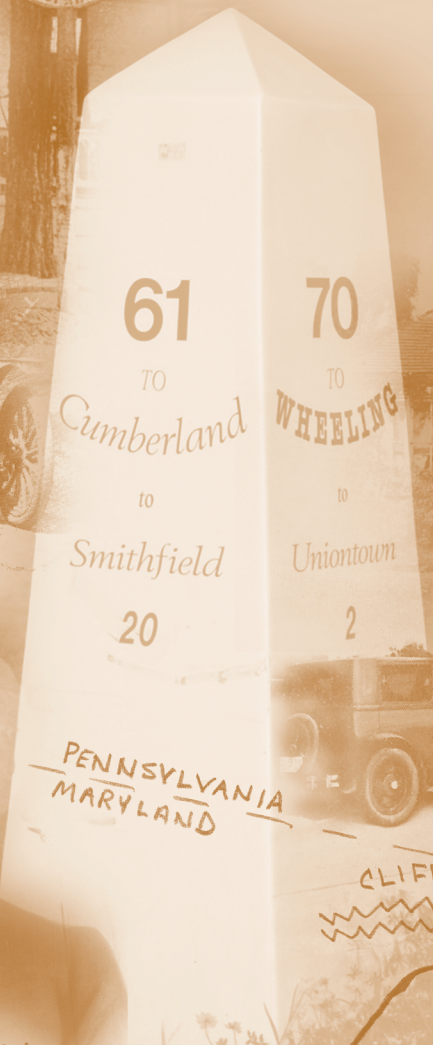
3rd Grade

Traveling the National Road

3

# Biography Cards

Biography Cards





# Student Activity: Conduct an Interview

## Materials

- One copy of a biography card for each pair of students.
- One copy of the corresponding occupation card for each pair of students.

## Objectives

After completing the student activity, students will be able to:

- List four facts about a person associated with the National Road.

## Standards

Pennsylvania Standards for History

- 8.1.3 B
- 8.1.3 D
- 8.2.3 A
- 8.3.3 A

Pennsylvania Standards for Economics

- 6.1.3 C
- 6.4.3 G
- 6.5.3 B



## Procedures

1. Make copies of the biography cards and occupation cards.
2. Put the students in pairs.
3. Give each pair one biography card and the corresponding occupation card.
4. Have the students read the cards they were given.
5. Have the students write an interview for the person on the biography card, using the information on the occupation card to help them create an interesting interview.
6. Have the children present their interview to the class in the form of a question-answer dialogue.
7. Suggest interview questions that will help students do this activity:
  - Where were you born?
  - What was your connection to the National Road?
  - What are you proud of?
  - What did other people say about you?



# Student Activity: Figuring Miles Per Hour

## *How Fast Did They Travel?*

### Materials

- Blackboard and chalk.

### Objectives

After completing the student activity, students will be able to:

- Explain the difference in the rates of travel on the National Road and today.
- List two differences in how the President sent a message at the time of the National Road and how he would send one today.

### Standards

Pennsylvania Standards for History

- 8.1.3 B
- 8.2.3 C
- 8.3.3 A

Pennsylvania Standards for Economics

- 6.4.3 G
- 6.5.3 B

### Background

Redding Bunting (a famous stagecoach driver) covered the 220 miles between Frederick, Maryland, and Wheeling, Virginia, in the unheard of time of 23 hours and 30 minutes. He was delivering a message about the Mexican War. Mary Reed Eastman traveled 362 miles from Zanesville, Ohio, to Frederick, Maryland, in 61 hours.



### Procedures

#### Option 1

1. On the chalkboard demonstrate for students how to calculate the rate of speed (in miles per hour) of Redding Bunting and Mary Reed Eastman.
2. Do the calculation for a car traveling 60 miles per hour over the same distances.
3. Discuss how the President sends important messages today.

#### Option 2

1. Ask students to calculate the following: How fast (in miles per hour) did Redding Bunting and Mary Reed Eastman travel?
2. Calculate how long it takes a car traveling at 60 miles per hour to cover the same distances today.
3. Discuss how the President sends important messages today.

# Elizabeth Boeke

Born 1807—Died 1882



A drawing done by Elizabeth Boeke of herself in her cabin in Ohio.

Elizabeth Knapke was born in Germany. She had a nickname “Liwwat” which is pronounced “Livvet.” She came to America in 1834 or 1835 and married Natz Boeke. They had known each other in Germany. They left Germany for a better life. Mrs. Boeke said of her life in Germany, “We were starving.”

Mrs. Boeke was a very special person. She had been educated in Germany. Poor people of the time usually did not go to school. She learned to read, write, and draw. She studied history. When she came to America she decided to leave a record of her life.

She arrived in Baltimore, Maryland, on a ship from Germany. She traveled west on the National Road and then took a flatboat on the Ohio River to Cincinnati, Ohio. On that trip she kept her first diary in America.

She wrote, “We hired a driver and his wagon and a team of horses.... He will take us to Wheeling. It cost me seven American dollars.... We stayed the night in the inn...at Piney Grove. It cost 70 cents...and they made us food for the next day also.... The water here is horrible and tastes like gunpowder.”



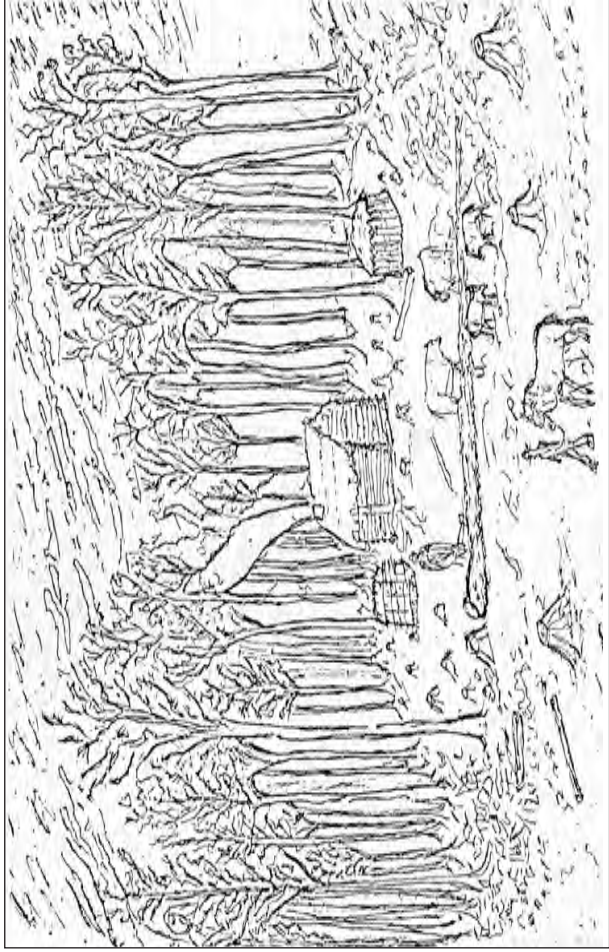
# Elizabeth Boeke

The trip was frightening at times. “We traveled over high mountains and by afternoon...thunder clouds cracked between the mountains.... The horses were frightened and so was I.” It was also uncomfortable. “Up and down, sideways, bouncing...my behind...is

sore!” Other travelers cheered her up. “We visited with...Germans on their way to Ohio or Illinois...four wagons and 31 people and children.”

After Elizabeth and Natz Boeke married, they settled in western Ohio. The land they wanted to farm was covered with forest. Their first job was clearing a space where they could plant **crops**. Mrs. Boeke described their life in the forest this way: “There are...endless miles...of shadowy, wolf-haunted woodland.... We must...cope with **droughts**, deep snow, sudden flooding, cloudbursts, forest fires...mosquitoes...snakes, wolves.... Squirrels in swarms eat up all the cornfields.”

The Boekes had six children. Mrs. Boeke was writing and drawing and recording history until she died. Her work helps us understand life on the **frontier** more than 150 years ago.



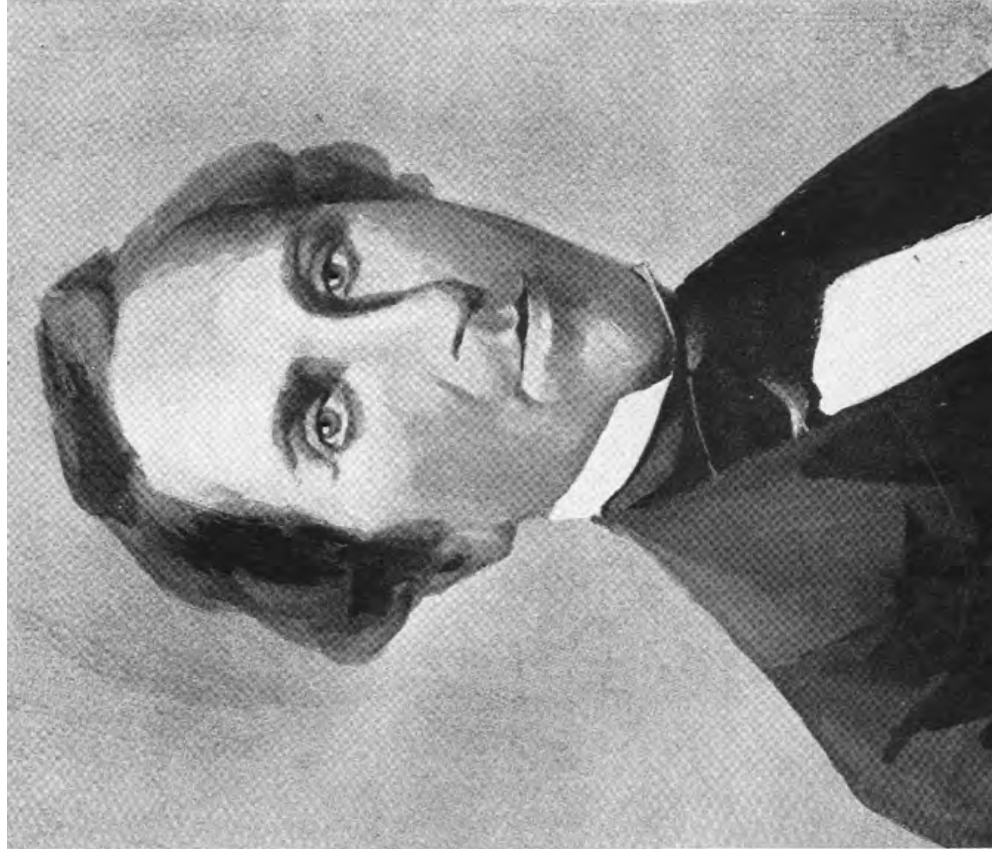
A drawing done by Elizabeth Boeke of her cabin in Ohio.

- Crops:** Plants grown in large amounts, usually for food.
- Drought:** A long spell of very dry weather.
- Frontier:** The far edge of a country where few people live.



# Redding Bunting

Born 1806—Died 1878



A portrait of Redding Bunting.

Redding Bunting “stood six feet six inches high in his stockings, straight as an arrow,” according to one historian.

Mr. Bunting was “one of the noted stage drivers on the National Road.” He drove stagecoaches for the National Stage Coach Company and was a great favorite of Mr. Stockton, the owner of that company.

Life on the National Road was booming in the years when Redding Bunting drove stagecoaches. Stagecoaches rumbled along day and night carrying passengers and mail bags. Wagons went at a slower pace, weighted down with supplies. Mr. Bunting also owned a tavern and acted as a manager for the National Stage Coach Company.



## Redding Bunting

Redding Bunting set a speed record on the National Road. In 1846 he carried a message from President Polk. When speed was needed, Mr. Bunting was the driver to have! He knew how to make a stagecoach go fast. He drove from Cumberland, Maryland, to Wheeling, Virginia, a distance of 131 miles, in 12 hours. Mr. Bunting and his passengers left Cumberland at 2:00 a.m. and stopped for breakfast 6 hours later. Mr. Bunting knew they would have a good breakfast at the tavern he chose. He was the

tavern keeper. His wife served breakfast that day. But Mr. Bunting and his passengers did not spend a long time eating. They rushed on to Wheeling and broke a speed record.

Redding Bunting was part of an important occasion in Uniontown, Pennsylvania. Newly elected President Zachary Taylor stopped there on his way to Washington, D.C. A committee of citizens met President Taylor and welcomed him to Uniontown. Mr. Bunting helped organize the visit.



A stagecoach.



# William A. Donaldson

Born 1818—Died 1893



A portrait of William Donaldson.

William Donaldson was a stagecoach painter in Uniontown, Pennsylvania. He worked for the National Stage Coach Company for many years. The National Stage Coach Company built many of the stagecoaches that traveled the National Road.

Stagecoaches had names and beautiful pictures painted on the sides. They were named for presidents, famous people, and states. Mr. Donaldson painted the names in fancy letters.

One of the stagecoaches was named “John Tyler,” in honor of the president of United States. Mr. Stockton, who owned the stagecoach company, did not like how John Tyler acted as president. He asked William Donaldson to erase Tyler’s name from the stagecoach. Instead Mr. Stockton wanted the name “General Harrison” painted on the side.





## William A. Donaldson

Mr. Donaldson once spent an evening in jail—but not for a crime. He was visiting a local man in the Uniontown jail. The man had robbed money from the mail on a stagecoach. When Mr. Donaldson arrived, the guards said they were hungry. They asked Mr. Donaldson to guard the prisoner while they went for a meal. They didn't return for hours. William Donaldson found himself in jail for doing the guards a favor.

In the 1850s railroads put an end to stagecoaches on the National Road. Mr. Donaldson continued his career as a painter. He was known for his “**mechanical** skill...energy and...**integrity**.”



A man visiting the jail.

**Integrity:** The act of being honest and sticking to what you believe in.

**Mechanical:** Having to do with machines or tools.

# Mary Reed Eastman

Born 1806—Died 1878



A drawing of what Mary Eastman may have looked like.

Mary Reed Eastman and her husband traveled on the National Road in 1833. They had married the year before. In their first year of marriage they traveled in the **frontier** states for the American Tract Society. Their job was to hand out tracts (pamphlets about religion), to lead church services, and to talk with people about religion. People living on the frontier had very little entertainment. They welcomed speakers like the Eastmans.

On their trip back home the Eastmans took a stagecoach on the National Road. They went from near Zanesville, Ohio, to Frederick, Maryland—362 miles in 61 hours.

Mrs. Eastman was a good writer. She wrote about her trip in the stagecoach. She wrote about how the stagecoach was ferried across the Monongahela River at Brownsville, Pennsylvania. The stagecoach was “**poled** across” the river on a flat-bottomed boat. She described coming down a mountain. The stagecoach was going so fast “the horses appeared to fly and we were... just able to keep our seats.”



## Mary Reed Eastman

Stagecoaches were called “shake-guts” because they shook the passengers up and down and side to side. Passengers were always in danger of hitting their heads on the roof of the stagecoach. Sometimes a stagecoach tipped over and passengers were thrown out. Mrs. Eastman told of passengers “thrown down a bank 16 feet high” who “escaped any serious injury.”

Up to 10 adults could be crowded together in a stagecoach. Wealthy people sometimes bought up the extra seats in a stagecoach so they could have **privacy**. A long stagecoach journey could be boring. People told stories, sang songs, and played cards. They talked, argued, and **soothed** crying children. Once a juggler lost a colored ball out the window.



A ferry being poled across a river.

Crossing mountains in a stagecoach could be dangerous—and beautiful. Mrs. Eastman described what she saw high in the mountains on a moonlit night. She wrote, “The fog rested on the country below us and appeared like the ocean.... Here and there some of the highest peaks would tower above it, like distant islands.”

Mary Eastman and her husband had three children.

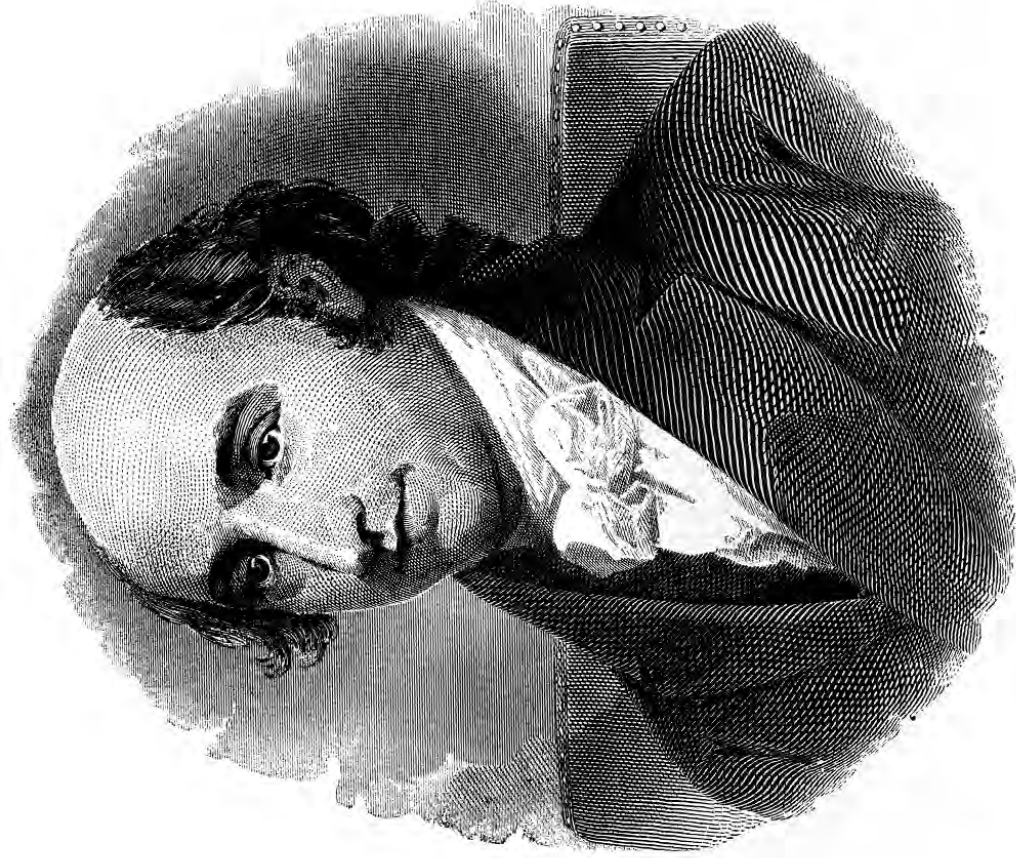
**Frontier:** The far edge of a country where few people live.  
**Poled:** To push a boat across the water using a long pole.

**Privacy:** The act of being away from other people or out of their view.  
**Soothe:** To calm someone who is angry or upset.



# Albert Gallatin

Born 1761—Died 1849



A portrait of Albert Gallatin.

Albert Gallatin was born in Geneva, Switzerland. His wealthy family was part of the **noble** upper class. But Albert Gallatin left Switzerland and gave up his comfortable way of life. Why? Because he wanted to live in “the freest country of the universe.” With a friend, he sailed for America in 1780.

Once he arrived, Albert Gallatin traveled around the new country. Before long he settled on the **frontier** in Fayette County, Pennsylvania. There he built his home, Friendship Hill. But soon he was called away. He served in Congress as a senator and representative from Pennsylvania. Then President Thomas Jefferson appointed him Secretary of the United States Treasury. He served for 14 years, under Presidents Jefferson and Madison. In his job as Secretary of the Treasury, Gallatin arranged to buy a huge block of land. It would become part of the United States. It was called the Louisiana Purchase.



# Albert Gallatin

Secretary Gallatin wanted to make transportation easier in the United States. In 1808 he told Congress what he thought was needed. His list included roads and canals in all parts of the United States. He supported the National Road. The road would go through Fayette County and make travel easier for him and his neighbors. Albert Gallatin said that the federal government should pay for building the road. He figured out a way for the government to do that without going into **debt**. The cost of building the National Road was about \$13,000 per mile. The first section opened in 1818. It connected Cumberland, Maryland, and Wheeling, Virginia.

The United States government needed diplomats. Diplomats are people who represent their country when working with other governments. For many years Mr. Gallatin was a diplomat. When he finally **retired** from government work, he moved to New York. He became the president of the National Bank of the City of New York and founded New York University. By the time he died Albert Gallatin had done many great things for his adopted country.



Albert Gallatin's home, Friendship Hill.

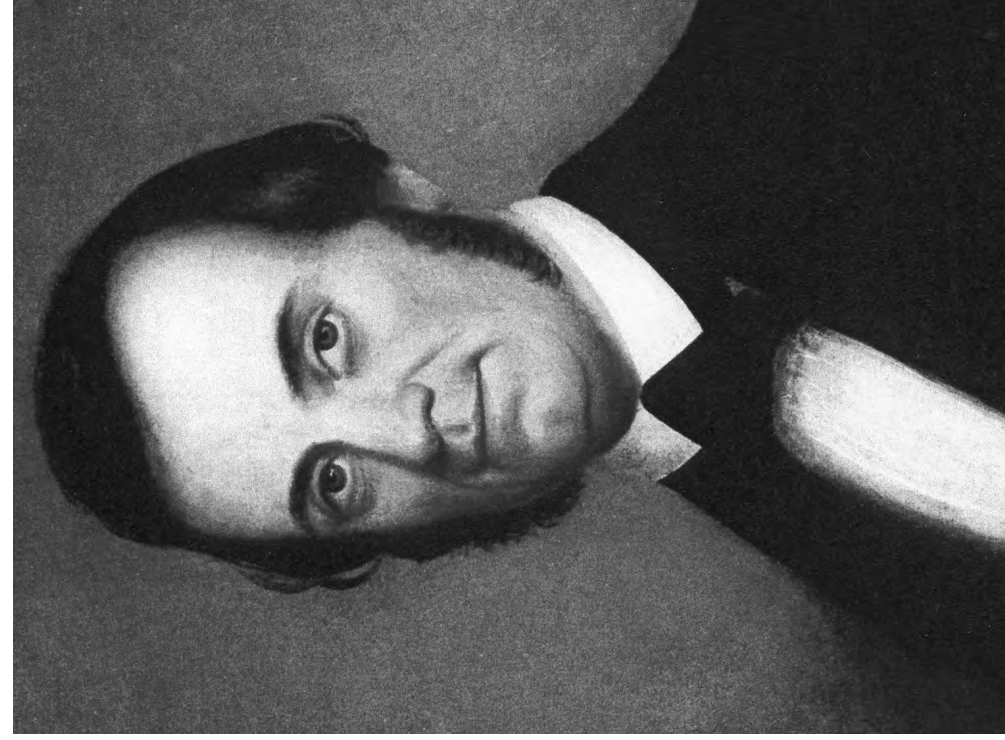
**Debt:** The amount of money that is owed to another business or person.  
**Frontier:** The far edge of a country where few people live.

**Noble:** A member of a family of high rank.  
**Retired:** To give up work.



# Peter Hook

Born 1809—Died Unknown



A portrait of Peter Hook.

“Going once...going twice...SOLD!” The sound of the auctioneer’s voice boomed out over the street in front of the **courthouse**. It was a loud voice, full of energy. It was the voice of Peter Hook. He lived most of his life in Uniontown, Pennsylvania, along the National Road.

An auctioneer does not sell things in a store. An auctioneer sells things to a crowd of people. The auctioneer holds up and describes each item offered for sale. People shout out the price they want to pay for the item. This is called “bidding” on the item. Whoever bids the highest price, pays that price, and gets the item. This way of selling items is called an **auction**. A good auctioneer keeps the bidding going higher and higher for each item. Peter Hook was very successful as an auctioneer. He was known far and wide for his “**splendid**” and “most excellent voice.”



# Peter Hook

In 1840 Mr. Hook bought a store in Uniontown. There he sold groceries and many items that people could not make for themselves. Like other store owners, or merchants, he probably made at least two trips a year to Baltimore, Maryland. There he would

buy the items he wanted to sell in his store. He would hire a wagon to bring all the things he bought back to his store. Mr. Hook was unusual in that sometimes he held auctions at the store. Other times he filled his wagon with things from the store. He parked the wagon in front of the courthouse and held an auction there. That was not how most merchants did business.



An auction being held on the street.

In 1851 Mr. Hook served in the Pennsylvania state **legislature**. In 1856 he became manager of a tavern in Uniontown. He named it “The Eagle.”

Peter Hook was most famous for being “the best auctioneer Uniontown has ever produced.”

- Auction:** A sale where goods are sold to the person who offers the most money for them. The person who sells the goods is called the auctioneer.
- Courthouse:** A building where trials and government business is conducted.

- Legislature:** A group of people who have the power to make or change laws.
- Splendid:** Very beautiful or impressive.



# Andrew Jackson

Born 1767—Died 1845



A portrait of Andrew Jackson.

Andrew Jackson was the seventh president of the United States. He was elected in 1828 and again in 1832. Andrew Jackson’s nickname was “Old Hickory.” It meant he was very tough. Ordinary people liked him. He lived on the Tennessee **frontier** and seemed to be a “westerner.” People who were **suspicious** of rich city dwellers voted for “Old Hickory.” During his two terms as president, he supported states’ rights.

President Jackson’s push for states’ rights meant handing over the National Road to the states. The states along the Road would have to repair it. The federal government would no longer be involved. The states agreed to take care of the National Road. But they wanted it to be in good condition when they took over. They asked the federal government to fix the Road first. Then the states passed laws allowing them to collect tolls. Tolls are charges for using a road. The tolls helped the states keep the road in good repair.





## Andrew Jackson

Andrew Jackson often traveled the National Road. When he was with his family, he rode a horse beside the stagecoach. Stagecoaches were named for famous people. Andrew Jackson was honored for his service in the War of 1812 by having a stagecoach named after him. It was called the "General Jackson."

On one trip along the National Road, President Jackson was welcomed by the citizens of Brownsville, Pennsylvania. Part of the celebration was a dinner at the Workman's Tavern. Before dinner, speeches in President Jackson's honor were given in a church. Suddenly the owner of the Workman's Tavern rushed into the church and interrupted a speech. He asked Andrew Jackson, "What do you want for dinner?"

President Jackson said, "Ham and eggs."

The tavern owner thought the president was joking. He asked again what Andrew Jackson would like for dinner.

"Ham and eggs," said the President forcefully. The tavern owner rushed away to cook ham and eggs for Old Hickory.



Andrew Jackson talking to a group of men in a tavern.

**Frontier:** The far edge of a country where few people live.

**Suspicious:** Feeling something is wrong or bad, but having no proof.



# Francis LeMoynes

Born 1798—Died 1879



Francis LeMoynes was born in Washington, Pennsylvania, a town on the National Road. He became a doctor there like his father.

Dr. LeMoynes was a popular public **speaker**. People who heard him speak in public praised him. They said he was one of the best speakers they had ever heard. Dr. LeMoynes had a lot to say. He was against **slavery** and wanted to abolish (get rid of) it everywhere in the United States. People who wanted to abolish slavery were called abolitionists.

In 1834, the Washington Anti-Slavery Society was formed. Dr. LeMoynes was president of the Society from 1835 to 1837. Sometimes people protested his anti-slavery activities. For one July 4 meeting, guards were posted around the LeMoynes house. The guards' job was to keep protesters away. The LeMoynes house had a roof garden with beehives. Dr. Lemoyne's 8-year-old son was sent to the roof. He had a long pole. He was told to knock over a beehive on the

A portrait of Francis LeMoynes.



## Francis LeMoynes

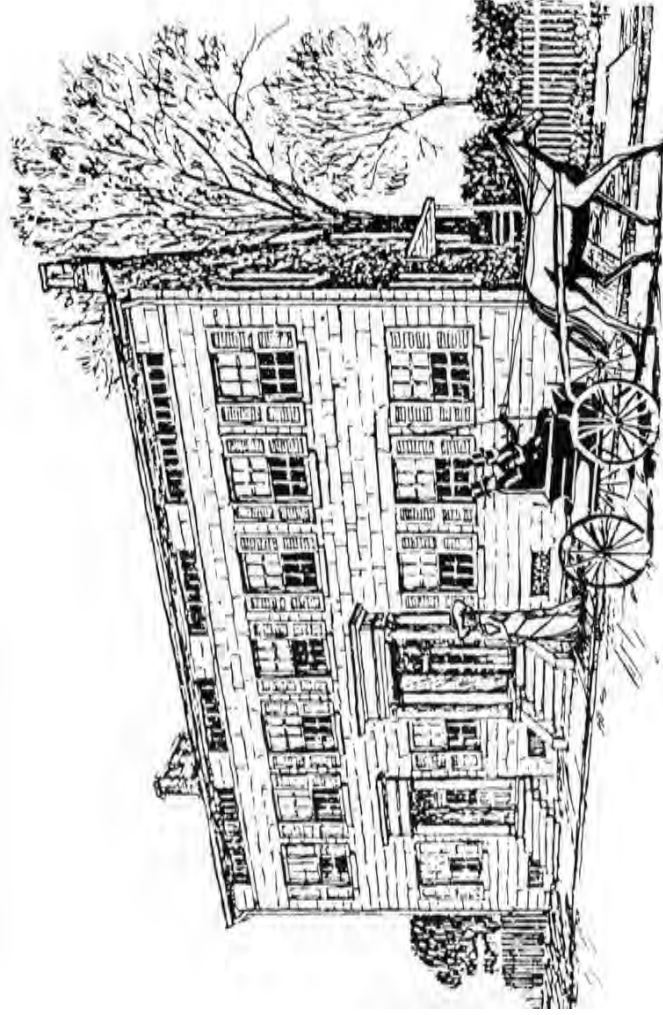
crowd below if they caused trouble. The bees would frighten away the troublemakers. Luckily the 8-year-old did not have to use the pole.

Dr. LeMoynes did not just talk about being against slavery. He and his family helped people escape from

slavery. They hid slaves and fed them. They did this even though it was against the law.

Many African Americans wrote to Dr. LeMoynes in the 1840s. Some asked for help. Some thanked him for getting them to safety. Dr. LeMoynes ran for governor. He asked people to vote for him so that he could work to get rid of slavery. He lost, but he was successful in some of his other efforts. He started a free library in Washington. He helped start the Washington Female Seminary which educated women. Dr. LeMoynes also founded a college for black students in Tennessee. It is now called LeMoynes-Owen College.

When slavery ended in the United States, Francis LeMoynes helped freed men and women in the South.



The LeMoynes house.

**Slavery:** The system where one person owns another person.

**Speaker:** Someone who gives a speech in public.

# Henry Nycum

Born Unknown—Died 1891



A drawing of what Henry Nycum may have looked like.

Henry Nycum was a **blacksmith** on the National Road in the 1830s and 1840s. Blacksmiths were needed on the National Road. They were kept busy making horseshoes, tools, and parts for wagons out of iron. They kept the wagons and stagecoaches moving along the Road.

A blacksmith's shop was smoky, hot, and noisy.

A hot fire roared in the **forge**, the raised brick fireplace where iron was heated. Hammers clanged as the blacksmiths pounded softened iron into shapes. The **bellows** that fanned the fire thumped, and pieces of hot iron hissed when they were dipped in cold water to harden.

Mr. Nycum lived and worked for many years in Uniontown, Pennsylvania. He made horseshoes. He fixed stagecoaches and wagons. Wagons and stagecoaches had wooden wheels. An iron tire was wrapped around the wheel to make it stronger. If a tire came off, Mr. Nycum made a new one. He also made sharp-edged tools for farmers. But he did more than other blacksmiths. While he worked, he thought about ways to make better wheels and tools. Henry Nycum was an **inventor**.



# Henry Nycum

In 1855 he invented an iron wheel hub for wagons and other vehicles. It was very popular. Later it was changed so that it could be used on trucks. He also invented a new hay fork, used to lift piles of hay. It was very popular too.

All along the National Road blacksmiths **competed** to be the fastest worker . People said Philip Spiker could shoe more horses in a given time than any other blacksmith on the Road. Others said A. Brice Devan was even faster. Many times Mr. Devan stayed up all night shoeing horses for wagoners on the Road.

In the 1850s the railroads came and **traffic** on the National Road slowed down. Mr. Nycum became a blacksmith for the railroad. He and his wife Rebecca and their 10 children lived in Uniontown, Pennsylvania.



A blacksmith shoeing a horse.

**Bellows:** A tool used to blow air.

**Blacksmith:** Someone who makes and fixes things made of iron.

**Compete:** To try hard to outdo others at a task, race or contest.

**Forge:** A special fireplace where metals are heated.

**Inventor:** Someone who thinks up or creates something new.

**Shoe:** To fit a horse with horseshoes.

**Traffic:** Moving vehicles.

# James Sampey

Born 1796—Died 1844



A drawing of what James Sampey may have looked like.

In 1840 James Sampey and his wife Rebecca bought the Mount Washington Tavern on the National Road. The tavern was a busy place. Lots of travelers stopped to eat there and spend the night. The travelers came by stagecoaches pulled by horses. That meant horses had to be taken care of too. Taking care of travelers and horses was hard work. The Sampeys divided up the work. Mr. Sampey managed the **barroom**, the stables, and the money. Mrs. Sampey took care of the travelers' bedrooms and the cooking and serving of meals. The Sampey children had to help too.

James Sampey knew all about running a tavern. Before buying the Mount Washington Tavern, he owned another tavern 2 miles down the National Road. Mr. Sampey had other jobs besides tavern keeper. He was a farmer, tax collector, and justice of the peace. He was interested in electing good people to office. He also helped his community. He was on the first board of education. Probably he wanted to make sure his children were taught well. However, being a tavern keeper may have been his favorite job.

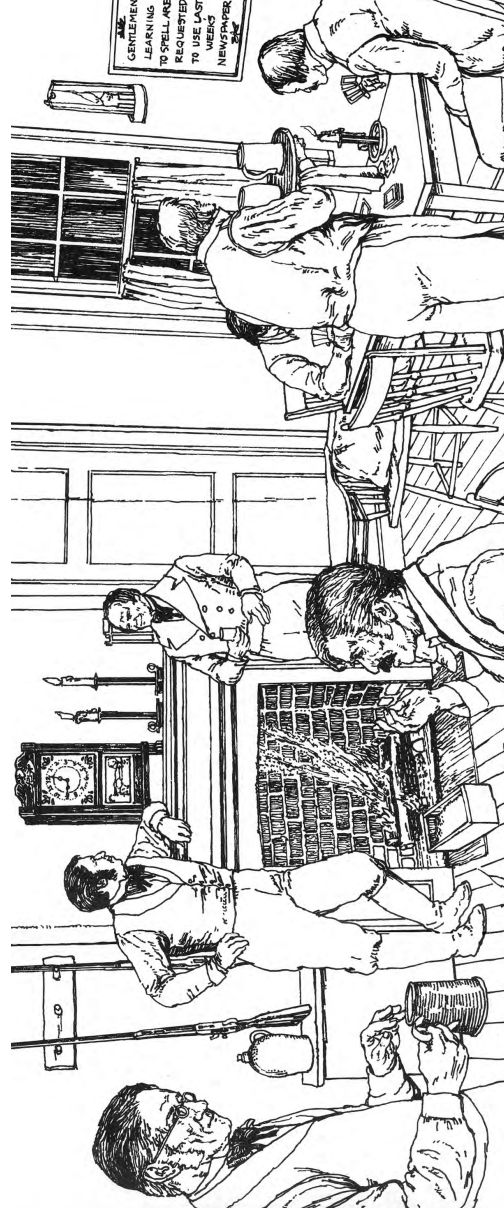


## James Sampey

In 1839, Mr. Sampey was a member of his community's "Buy American" committee. This was a group that asked people to buy only things made in the United States. They believed Americans should not buy anything made in another country unless it wasn't available here.

While the Sampeys owned it, the Mount Washington Tavern was where people went to vote. Its location on the National Road meant it was easy for voters to get

to. At that time women and African Americans could not vote. Only white men who owned land could vote. People who knew Mr. Sampey thought very highly of him. After he died, a Uniontown, Pennsylvania, newspaper wrote about him. This was unusual. Newspapers did not write about everyone who died. The newspaper article said "As a kind, **hospitable** neighbor, he [James Sampey] had few to equal him."



Men in the barroom.

**Barroom:** The room in a tavern where alcoholic drinks were sold.

**Hospitable:** A way of treating guest so that they feel comfortable and at home.

# Rebecca Sampey

Born 1800—Died 1875



A portrait of Rebecca Sampey.

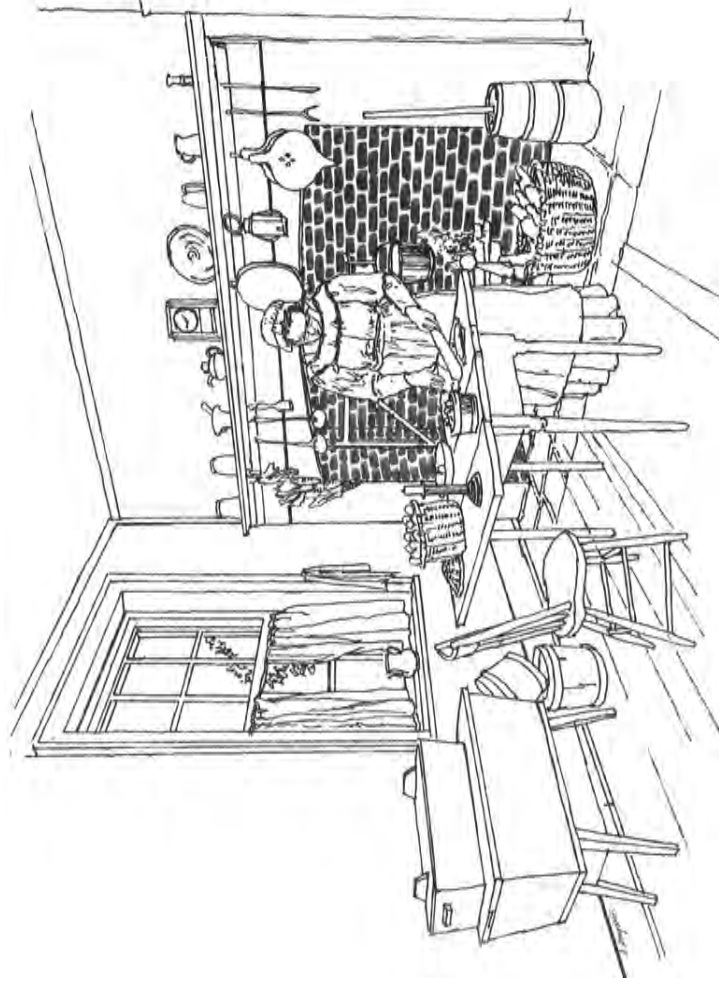
When Rebecca Keblinger was 14, her family moved to Uniontown, Pennsylvania. About 4 years later she married James Sampey. In 1840 Rebecca and James Sampey bought the Mount Washington Tavern. At that time they had seven children: four girls and three boys. The oldest, Eliza, was 24; the youngest, James, was 3. Another daughter, Ellen, was born in 1844.

Mrs. Sampey worked very hard in the tavern. She had to make sure that travelers' had good meals, clean rooms, water, soap, and towels. She needed help. Her children were given chores and she probably hired some workers too. Every day food needed to be cooked, dishes washed, and meals served. Once a week the bed sheets were washed. There was lots of wood to be carried for the fires and water to be fetched. The older girls, Eliza, Louisa, and Margaret worked along with the adults. Henry and Jacob helped their father. Even young Mary Ann had jobs to do. Maybe she watched James and baby Ellen while the rest of the family worked.





## Rebecca Sampey



The Mount Washington Tavern kitchen.

When Mr. Sampey died, Mrs. Sampey became the new owner of the Mount Washington Tavern. Then she had even more work to do. She needed to manage the **barroom**, the stables, and all the money the tavern collected. The tavern was very busy. One day 72 travelers were served breakfast. She needed more help. So she hired a man to work for her. He was a good tavern manager. The tavern made a lot of money.

In 1849 Henry Sampey, the son of Rebecca and James, took over running the tavern. On July 4, 1851, he held a big dance called a cotillion. July 4 was the only national holiday widely celebrated then. Lots of people came. The tavern glowed with candle light, laughter, and music.

By the 1850s people began traveling by railroad instead of stagecoaches. There were fewer travelers who came to eat or stay at the taverns. By 1856 the Mount Washington Tavern was sold. There were no longer enough travelers to make a **profit**.

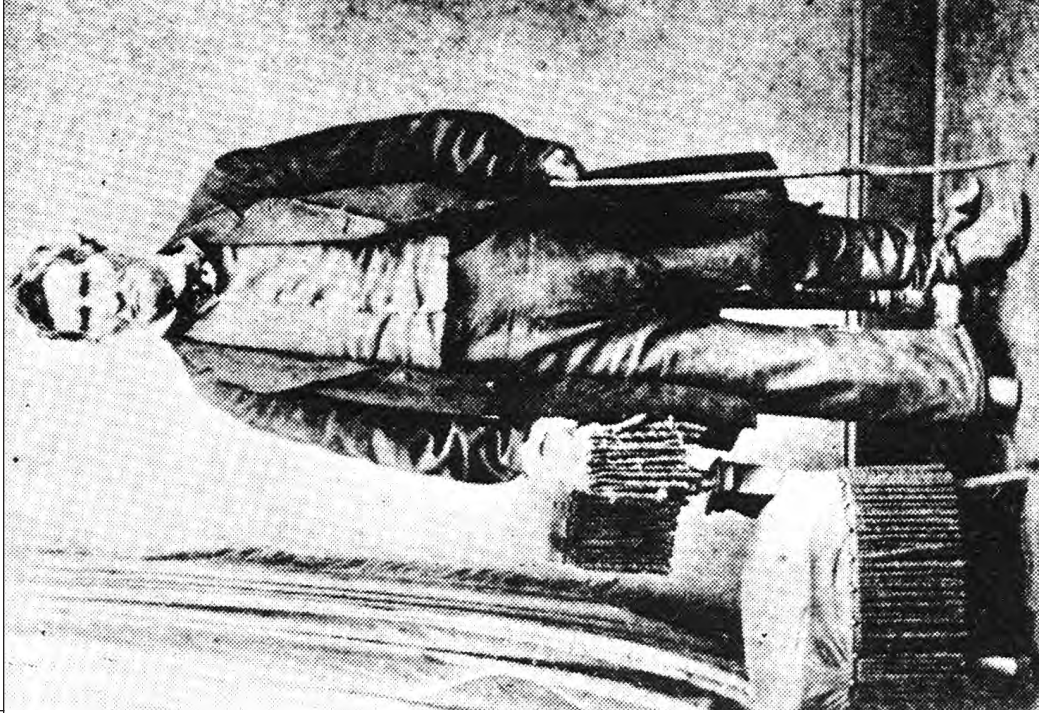
Rebecca Sampey lived on a nearby farm. She was 74 when she died.

**Barroom:** The room in a tavern where alcoholic drinks were sold.

**Profit:** The amount of money left after all the costs of running a business have been subtracted from all the money earned.

# Hiram Seaton

Born 1800—Died 1869



A portrait of Hiram Seaton.

Hiram Seaton was one of many tollkeepers on the National Road. A tollkeeper collected tolls from people passing along the National Road. A toll is a charge for using a road. Travelers had to stop and pay before going on. The toll money was used to repair the road.

Tollkeepers like Hiram Seaton were always **on duty**. The windows on all sides of his office and bedroom helped him keep an eye on the road—in both directions. He was allowed to live in the tollhouse with his family and was paid \$200.00 a year.



## Hiram Seaton

Mr. Seaton was a farmer and a tollkeeper. He was missing his right leg and used a wooden leg. Seaton's tollhouse was called "Gate No. 2" and was located near the busy Mount Washington Tavern. He got his job in 1835, which was the first year tolls were collected. In 1841 Seaton collected \$1,948.24 in tolls. That was a lot of money.

After being a tollkeeper, Hiram Seaton served as County Treasurer. People said, "He was an honest man."

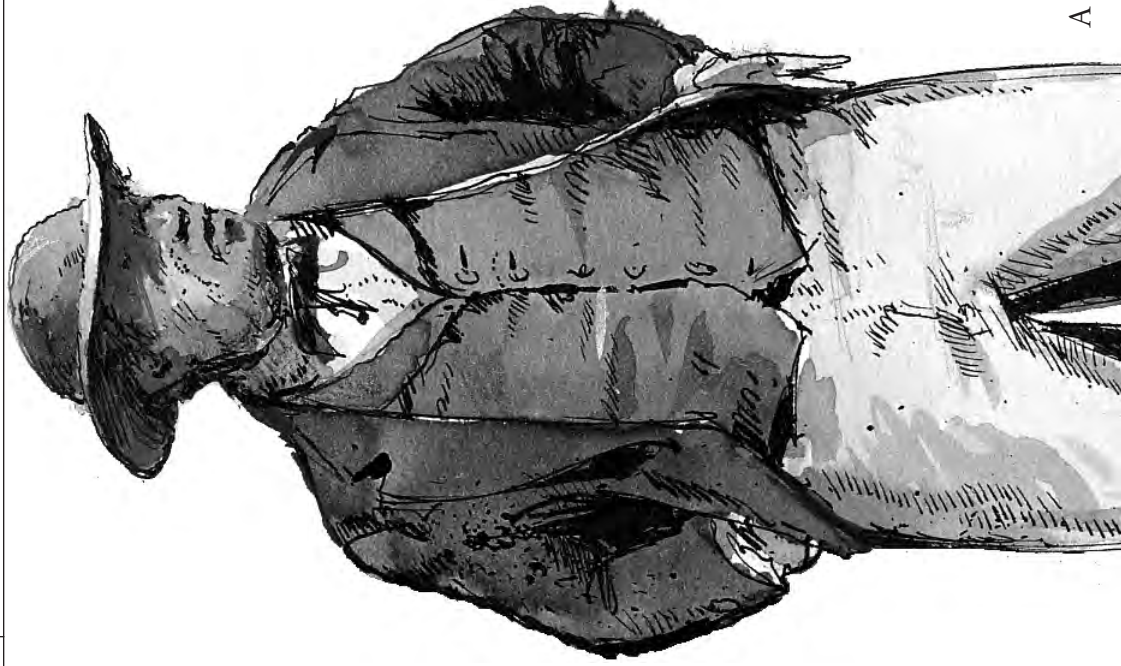


The fireplace at the Addison tollhouse.

**On Duty:** At work.

# Westley Strother

Born Unknown—Died Unknown



Westley Strother drove a wagon pulled by a team of horses. Wagon drivers were called wagoners. Many free African Americans worked as wagoners along the National Road. Mr. Strother was one of them. People wrote that he was “stalwart” and “honest.” Stalwart means strong and dependable. Mr. Strother was “well liked by...the wagoners and by everyone who knew him.”

Wagoners stopped at taverns along the National Road to eat and spend the night. The horses pulling the wagons also rested and ate. In taverns, African American and white wagoners sat at separate tables. They did not eat together. Wagoners did not rent rooms in a tavern. They slept on the floor near the fire or on the ground outside.

Other African Americans on the National Road were slaves who worked in taverns or other businesses. In the early days of the National Road it was common to see slaves being marched along the road.

A drawing of what Westley Strother may have looked like.



## Westley Strother

Mr. Strother probably knew Dick Shadburn. Mr. Shadburn was born a slave. He escaped and became a wagoner on the National Road. His light skin and straight hair led people to believe he was white. One day his former owner was traveling in a stagecoach on

the National Road. It stopped at a tavern. Dick Shadburn had just pulled up at the same tavern with his wagon. The former owner recognized Mr. Shadburn and tried to capture him. Though he chased and shot at Dick Shadburn, the wagoner escaped. People believed he went to live in Canada where he would be safe.

Westley Strother was sad when railroads came along. Wagoners were no longer needed. He missed his life as a wagoner on the National Road. It was said he missed his job so much he died of grief.



An African American playing fiddle in the barroom of a tavern.

**Grief:** A feeling of great sadness.



# Ellis B. Woodward

Born Unknown—Died Unknown



A portrait of Ellis Woodward.

Some farmers along the National Road had two jobs. They grew **crops** and raised animals, but they also drove wagons part time. Farmers had big wagons and strong horses for use on farms. At times of the year when they were not planting and **harvesting**, some farmers took their farm wagons and horses on to the National Road. They worked as wagoners called “sharpshooters.”

Ellis Woodward was a sharpshooter. He used his farm wagon to haul freight. The “regular” wagoners were jealous of the part-time sharpshooters. “Regulars” were on the National Road with their wagons full-time. They might haul wool and bacon to places in the east and furniture, tools, and other **freight** to places in the west. Regulars drove about 15 miles a day. Sharpshooters, with lighter loads, could drive 20 miles or more in a day.



## Ellis B. Woodward

When the railroads came in the 1850s, **traffic** on the National Road slowed down. The railroads carried all the things wagons used to carry.

Ellis Woodward no longer drove his big farm wagon. But he proudly showed it to visitors. The big wagon was a reminder of his busy days as a sharpshooter on the National Road.



A man driving a wagon.

**Crops:** Plants grown in large amounts, usually for food.  
**Freight:** Goods or cargo that are carried by some form of transportation.

**Harvest:** To gather in the crops that are ripe.  
**Traffic:** Moving vehicles.

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