



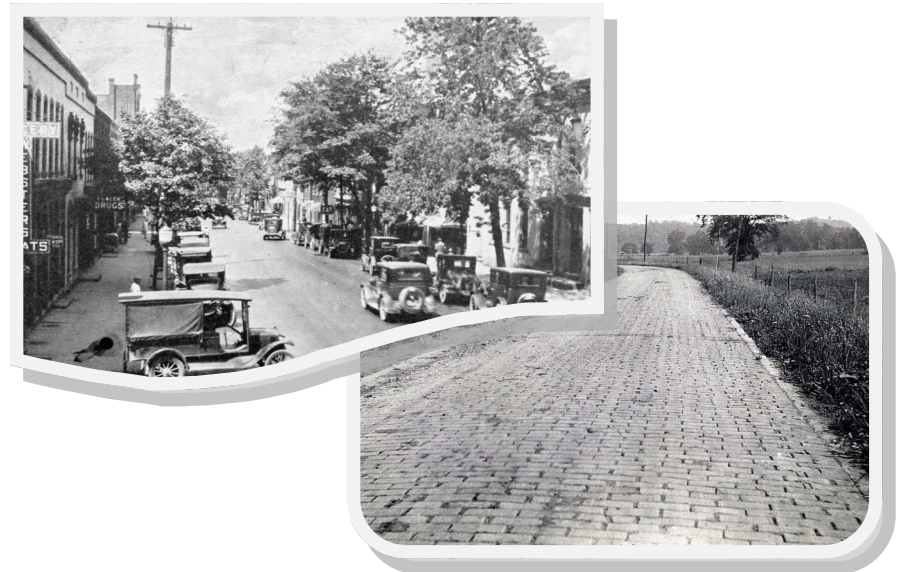
Thank you for attending this historic event. For information about the Ohio National Road Association, including our upcoming interpretive sign unveilings, please visit our website at www.ohionationalroad.org or contact Chris Harkness at (740) 670-5201. Become a member and *Join the Journey!*



*Unveiling of the Ohio National Road
Saint Clairsville and Brick Road
Interpretive Signs*

Corner of Main & Marietta Streets
(Calvary Presbyterian Church)
St. Clairsville, Ohio

Friday, September 6, 2013 at 2:30 pm



Both Sites Tied to the National Road

Saint Clairsville was originally platted as Newellstown in 1803, the same year that Ohio became a state. The town was named in honor of Revolutionary War Major-General Arthur St. Clair, who served as the first Governor of the Old Northwest Territory and who also was the cousin of David Newell, the founder of the community. More than two decades later, on July 4, 1825, ground was broken for the National Road in Ohio in front of the Belmont County Courthouse. As the county seat of Belmont County and owing to its situation on the first Federally-funded highway, the community of St. Clairsville grew and prospered, being nicknamed "Paradise on the Hill." Because of its significance, the St. Clairsville Historic District (East and West Main Streets between Butler and Sugar Streets) is listed on the National Register of Historic Places.

The National Road had originally been constructed using the "Macadam" method with a surface of several compacted layers of broken stone. But after years of over-use and lack of maintenance, the National Road fell into disrepair. After 1850, the Road was overshadowed by a new mode of transportation, the railroad. The invention of the "safety bicycle" led to the Good Roads Movement of the late 1890s which advocated for road improvements, and the invention of the automobile in the early 20th-century brought increased attention to the need for a more substantial road surface. But then in 1918, America's entry into World War I quickly demonstrated the need for a national network of roads. To reduce the burden on overloaded railroads, the Council for National Defense recommended that military trucks travel overland to the east coast. Despite its poor condition, the National Road was selected as a strategic route for transport of war material. To ready it for the heavily-loaded trucks, the State of Ohio used prison labor to pave more than 75 miles with bricks manufactured in Massillon and Zanesville. At the time, it was the longest continuous stretch of brick pavement in America. Remnants of the original brick-paved National Road can still be seen on or adjacent to present day U.S. Route 40 in Belmont County and other eastern Ohio counties.

Unveiling of the Ohio National Road Saint Clairsville and Brick Road Interpretive Signs



Friday, September 6, 2013—2:30 pm

Welcome by St. Clairsville Mayor Robert Vincenzo

Speakers:

- **Gabe Hays**
Hays Landscape Architecture Studio, Ltd.
- **Dennis Bigler**
Director of Public Services, City of St. Clairsville
- **Doug Smith**
President of Ohio National Road Association

The Brick Road sign will be unveiled at its location near NAPA store.

A reception will be held in the City Municipal Building
located at 100 N. Market Street following the unveilings.

A special thanks to the following:

St. Clairsville Public Library
Ohio Department of Transportation
Gabe Hays—Hays Landscape Architecture Studio, Ltd.
City of St. Clairsville Administration and Staff
Dennis Bigler—St. Clairsville Director of Public Services
Brian Kralovic—St. Clairsville GIS Project Coordinator
Belmont Co. Commissioners Ginny Favede, Matt Coffland, & Charles Probst
Ohio National Road Association Board, Members, & Staff
Calvary Presbyterian Church First Presbyterian Church