

Cover Sheet

Overview

This is a chapter from the fourth edition of the e-book “**In Search of the Turkey Foot Road: Unraveling the mystery, charting new history, plotting the route**” (2014). To access other chapters, see the [online table of contents](#).

As described on pages 3 to 6 of [Addendum A](#), the fourth edition mistakenly claims that a dashed line route on the 1755 Fry and Jefferson map is an antecedent to the Turkey Foot Road. Shortly after publication, I realized that the dashed lines actually represent Christopher Gist’s second Ohio Company Tour. If that or another known mistake affects this or another chapter of the book, the relevant text will be highlighted in yellow, and the mistake will be briefly described in a comment that is accessible via a clickable comment icon.

In this and other chapters of the book, any supplemental information will be provided via clickable comment icons, inserted yellow sheets, or other readily identifiable means.

L. Dietle

August 23, 2026

4. The Fry and Jefferson map shows a path from Wills Creek to Turkeyfoot, and beyond

The first edition map was schematic in the area west of Wills Creek

The Fry and Jefferson map was originally prepared by Joshua Fry and Thomas Jefferson's father Peter⁵³ in 1751. The first edition was published by Thomas Jefferys in 1753. Only four copies are known to exist. The region west of Wills Creek is very schematic, and no paths are illustrated, as shown by [Figure 0583](#). The Ohio Company Storehouse is not shown, Wills Creek is referred to as Caicuctuck Creek, and the mouth of the “*Yougyougainn River*” is misillustrated as being well south of Caicuctuck Creek.

Fry was in charge of leading a military expedition from Wills Creek in 1754, but fell from his horse and was fatally injured. His replacement was George Washington. A Colonel Joshua Fry memorial tablet is located at Riverside Park in Cumberland, Maryland ([Figure 0008](#)) at Latitude 39.649483°, -78.764800°. ⁵⁴

Fry knew the country between Wills Creek and Fort Duquesne

An article about the Fry and Jefferson map in Volume two, pages 391 to 398 of the 1898 “**Maryland Geological Survey**” ([Appendix 0020](#)) states:

Fry particularly, as we learn from his obituary notice, had acquired great experience and personal knowledge of the country which he was to traverse in his passage from Fort Cumberland to Fort Duquesne.

An improved edition of the map was printed in 1755

A vastly improved version of the Fry and Jefferson map was published in London in 1755, after Fry's May 1754 death. With the exception of the brief reference to the first edition (above), all references herein to the Fry and Jefferson map refer to the 1755 edition.

[Figure 0011](#) shows the title of the 1755 Fry and Jefferson map. Curiously, the title has a 1751 date, which is confusing. Because of the 1751 date, earlier editions of this book incorrectly assume that the Fry and Jefferson map is basically a 1751 map, with relatively minor post-1751 updates. Several years passed before the existence of the earlier version became known, and a copy could be located

⁵³ Thomas Jefferson's autobiography states: “*My father's education had been quite neglected; but being of a strong mind, sound judgment and eager after information, he read much and improved himself insomuch that he was chosen with Joshua Fry, professor of Mathem. in W. & M. college to continue the boundary line between Virginia & N. Caroline which had been begun by Colo Byrd, and was afterwards employed with the same Mr. Fry to make the 1st map of Virginia which had ever been made, that of Capt Smith being merely a conjectural sketch.*”

⁵⁴ According to the memorial tablet, Joshua Fry received his injury on the road near Fort Cumberland that is now named “*Break Neck Road*”. This may be a reference to the “*Breakneck Road*” that is located east of Cumberland. Breakneck Road starts from Murles Branch Road at Latitude 39.670441°, Longitude -78.605622° ([Figure 0937](#)), crosses Breakneck Hill at the southern end of Martin Mountain, and terminates on the National Pike at Latitude 39.694607°, Longitude -78.643441°. [Figure 0938](#) shows the intersection with Turkey Ridge Road, where Breakneck Road comes down from the western side of Breakneck Hill.

for comparison purposes. Only then was it realized that the first edition contains very little detail west of Wills Creek.

[Figure 0581](#) provides an overview of the primary area of interest on the 1755 map. Note the vastly improved depictions of the rivers in the area west of Wills Creek, compared to the first edition. The map states: “*The Course of the Ohio or Alliganey River and its Branches are laid down from Surveys and Draughts made on the spot by Mr Gist and others in the years 1751.2.3 & 4.*” One of the “others” appears to be Captain Snow. The illustration of the Youghiogheny River on the Fry and Jefferson map is a close match to Captain Snow’s 1754 map ([Figure 0005](#)). The names of the tributaries of the Ohio River appear to be taken from the manuscript “*Map of Christopher Gist's tours of western Pennsylvania*”.⁵⁵ These facts suggest that the detail on the western part of the 1755 map is the result of the review of various documents by the London map making firm of Thomas Jefferys, rather than the work of Fry and Jefferson.

Two westerly routes out of Wills Creek are shown on the Fry and Jefferson map, and both are noticeably less schematic than the single westerly route shown on the Lewis Evans map ([Figure 0003](#)). Presumably, the path information would have been provided by some of the same individuals who provided the updated river information.

The 1755 map contains material from the period after Fry’s death

At least some of the updates on the 1755 map occurred after Fry’s May 1754 death. For example, the map shows the location of the July 3, 1754 battle of Fort Necessity. The map also identifies the fort and Ohio Company storehouse that were located at the sites of present-day Cumberland, Maryland and Ridgeley, West Virginia. Fort construction did not begin until several months after Fry’s burial. The map also shows the “*Fort taken 1754 called by the French F. du-Quesne*”. The fort that British Major William Trent began to build was taken by French forces on April 16, 1754⁵⁶, not long before Fry’s death. One can reasonably wonder if Fry ever knew the French fort by name.

An antecedent to the Turkey Foot Road near Mount Savage

The 1755 Fry and Jefferson map shows a path that would have passed somewhere near the locations of Salisbury in Pennsylvania, and Mount Savage and Barrelville in Maryland. How near is unknown. While the Salisbury to Turkeyfoot portion of the route differs significantly from the recorded route of the Turkey Foot Road, the portion near Mount Savage, Barrelville, and Salisbury does not.

[Figure 0007](#) is an enlargement that shows an early path heading **northeast**⁵⁷ out of Turkeyfoot. It then swings southeast, and appears to cross the Casselman River somewhere near the present-day location of Salisbury, Pennsylvania. From there, the route continues southeast, and then turns due east and crosses the Allegheny and Savage Mountains. The Turkey Foot Path reputedly connected with the area now known as Cumberland, and this path certainly did (see the [Figure 0584](#) enlargement of the map).

Since the route is shown to head due east from the Allegheny Mountain, then turn southeast at the Savage Mountain, one may reasonably suspect that it was the forerunner to the Turkey Foot Road

⁵⁵ Darlington Digital Library reference number DARMAP0610.

⁵⁶ The April 16, 1754 date is from page 177 of Volume XXIII of the 1919 book “**Historical Papers and Addresses of the Lancaster County Historical Society**”.

⁵⁷ The route shown on the 1818 Melish-Whiteside map of Somerset County, Pennsylvania depicts the Turkey Foot Road as heading southeast from the Turkeyfoot region, toward the location of Salisbury.

near Mount Savage, Maryland. If this suspicion is true (and it seems to be), then the map depicts the Indian path that is known as the “*Turkey Foot Trail*” and the “*Turkey Foot Path*” in local traditions.

An annotation on an early map also shows path through the Jennings Run water gap

The Library of Congress copy of the circa 1747 Mayo map⁵⁸ ([Figure 0988](#)) includes annotations that were added after publication. One of the annotations represents Fort Cumberland, which was built in 1754. The printed survey provides a remarkably accurate depiction of the Potomac River in this area, although the stated latitude is off by about 0.229 degrees (15.77 miles).⁵⁹

Just east of Fort Cumberland, a thick line representation of a stream has been added to the map. The portion of this thick line that heads north is a schematic representation of Wills Creek, and connects with the Potomac River exactly where Wills Creek does.

This thick line turns west near the latitude where Jennings Run empties into Wills Creek, and apparently is intended to represent Jennings Run. West of the turn, the thick line representation depicts the various twists and turns of the Jennings Run water gap with surprising accuracy. The northward tail at the western end of the thick line looks like the valley that the Old Row Road follows in Mount Savage.

Adjusting for the latitude error, the annotation puts Jennings Run too far north by 1.96 miles. Nevertheless, it is too far north by 3.5 miles to be Braddock Run, and too far south by 3.08 miles to be Gladdens Run. Simply put, the westerly portion of the thick line is either a very good representation of Jennings Run, or a very bad, ill positioned representation of some other stream. Based on its position and shape, we believe the westerly portion of the thick line represents Jennings Run.

A dashed line representation of a path begins at the letter “m” in the word “*Fort Cumberland*”. Like the subsequent Turkey Foot Road, this path follows the north side of the Jennings Run water gap. While we could wish it to also follow the twists and turns of the water gap, it is schematically drawn. The Fry and Jefferson map is even more schematic in this region. The thick line added to the Mayo survey removes some of the guesswork from interpreting the Fry and Jefferson map.

Somewhere after Barrelville, the annotated path turns southwest, perhaps toward Frostburg. It may be the route described in a 1793 statute that is included as [Appendix 0041](#) and analyzed in Chapter 21. The path is marked as being the “*Road to Ohio*”. This suggests that one way traders went to the Ohio was up through Corriganville, Barrelville, and Mount Savage to take advantage of the Narrows and Jennings run water gaps, and then up through Frostburg via the Jennings Run valley. The Fry and Jefferson map shows another way to the Ohio that passed through the Confluence region. Both routes appear to share a section of path between Cumberland and Barrelville.

This could all be a giant interpretive mistake if the westward part of the thick line is supposed to represent Braddock Run. It looks nothing like Braddock Run, however, and looks precisely like Jennings Run. Unless the thick line annotation just accidentally looks like Jennings Run, the Mayo map makes the section of the Turkey Foot Path along Jennings Run part of the “*Road to Ohio*” that is sketched on the map as a dashed line.

⁵⁸ William Mayo’s map is based on a 1736 survey of Lord Fairfax’s territory that was performed under Mayo’s supervision. Mayo died in 1744, and is buried in the Hollywood Cemetery, Richmond, Virginia. He left a journal of his 1736 surveying activities, but a copy could not be located for review during the course of writing this book.

⁵⁹ Benjamin Winslow’s “*A Plan of the upper Part of Potomack River called Cohongorooto Survey’d in the Year 1736*” ([Figure 0991](#)) also provides a very accurate depiction of the Potomac River in the vicinity of Cumberland, and includes a schematic representation of Wills Creek. Winslow’s map is also based on the survey of Lord Fairfax’s territory.

Caiuctucuc, at the mouth of Wills Creek

The 1923 book “**History of Allegany County, Maryland**” indicates that an Indian town named Caiuctucuc was located at the mouth of Wills Creek. If true, then this may help to explain why the path on the Fry and Jefferson map heads there. The statement in the 1923 book is undoubtedly based on Lowdermilk’s 1878 book “**History of Cumberland**”. Lowdermilk states:

Of the region bordering on the upper Potomac, however, there is no history, either written or oral, to enlighten us as to the events of an epoch earlier than about 1728. At that date there was located in the Province of Maryland, at the junction of two streams known as the Cohongaronta and the Caiuctucuc, an Indian town, which also bore the latter name. The town of Caiuctucuc was built on the ground lying between these streams, from their confluence to a point some distance up the river Cohongaronta, the greater portion of the town being located upon the site of the west side of the present city of Cumberland. Other towns were dotted along the river bank, for a distance of more than forty miles, the most easterly being the present site of Oldtown, Allegany county, Maryland. ... At what time the village of Caiuctacuc was deserted is left to conjecture, as the earliest map of this region, which was made in 1751, and is now to be seen in the Congressional Library, at Washington, simply marks the territory designated as “Abandoned Shawanese Lands” and at that time roving bands of Indians of other tribes, with scattered lodges, were found here by the hardy pioneers... In the map referred to above, and which was drawn in 1751, Will’s Creek is marked as “Caiuctucuc Creek,” and at that date was known by no other name amongst the Indians.*

This reference to a 1751 map may refer to the 1755 Fry and Jefferson map, which is often misidentified as a 1751 map. That map ([Figure 0007](#)) describes Wills Creek as “*Caicuchick or Wills Creek*”, and labels an area southwest of Fort Cumberland as “*Shawno Fields Deserted*.”⁶⁰ One may reasonably wonder if Lowdermilk’s basis for Caiuctucuc is that label. The location of the abandoned fields is more accurately identified on the 1751 version of the map ([Figure 0583](#)), and it is well above Cumberland. Lowdermilk specifically refers to the existence of Caiuctucuc in 1728, however, and that statement cannot be based on the Fry and Jefferson map. Lowdermilk had some other source he does not describe.

No documentary evidence regarding Caiuctucuc has been found during the course of writing this book. If Caiuctucuc really did exist, then a path certainly would have connected it to the Indian village at Corriganville that is described in Chapter 12.

An Indian village at LaVale

Even though Lowdermilk does not provide evidence supporting the existence of the village of Caiuctucuc, he does provide evidence of an Indian village at LaVale, stating:

Other villages were scattered about between the Virginia and Pennsylvania lines, two of which were not far distant from Caiuctucuc. One of these was located in the narrow valley, three miles westward, on the banks of Braddock’s run, on what is now known as the Eckles’ place, and within a few yards of the line of the present National Road, just where it is crossed by the Eckhart Railroad.⁶¹ Within the memory of men now living there were many relics of this village in existence. The ground was heavily timbered throughout that valley, and a clearing of several acres

⁶⁰ The “*Shawno Fields Deserted*” area on the Fry and Jefferson map is in the vicinity of Cresaptown, Maryland, and is not to be confused with the “*Shawnee Old Fields Village Archeological Site*” at Oldtown, Maryland.

⁶¹ The described railroad crossing was located roughly at Latitude 39.658471°, Longitude -78.806648°.

had been made there, in which were still to be seen the remnants of the small huts used by the natives. Just across the ridge, in Cash Valley, was another village of the same character...

The clearing dates the village to the historical period. It **is** only logical that there would have been a path along Braddock Run and Wills Creek that connected the Indian village at LaVale to the Indian village at Corriganville.

The Fry and Jefferson map must show the path implied by Gist's journal

Page 11 of Wallace's book indicates that early Pennsylvania cartographers concentrated on trader's paths, and ignored Indian paths. By our interpretation of Gist's November 4, 1751 journal entry, as previously explained, Gist indicates that traders commonly used the Jennings Run water gap.

It seems reasonable to believe that the route on the Fry and Jefferson map was included because it was a trading route: The path implied by Gist's November 4, 1751 journal entry. As related in the following chapter, trade between Virginia and the Twightwee Indians of Ohio occurred before the Ohio Company road was made. Aside from the Ohio Company road, the trading route mentioned by Gist is the only other early westerly route associated with Wills Creek, so it is the only known candidate to be the path along Jennings Run that is illustrated on the Mayo map **and the 1755 Fry and Jefferson map.**

Could the route have passed through Cash Valley?

The Fry and Jefferson map illustrates the path as angling southwest from the Mount Savage area toward Fort Cumberland, **but terrain prohibits such a route.** In the interest of presenting all possibilities, one must consider the roundabout Cash Valley possibility, even though no known source suggests that any variation or antecedent of the Turkey Foot Road ran through Cash Valley. It seems unlikely that a packer's path would have gone north through the Narrows, then south through the present-day LaVale area, and then north along Cash Valley. No early map has been found that illustrates such a tortuous route. Only on the much later 1794 Dennis Griffith map of the state of Maryland ([Figure 0374](#))⁶² are two routes illustrated on the west side of Wills Creek, north of Braddock Run. The most westerly of those two routes could *conceivably* be the Cash Valley route, even though the relatively schematic Griffith map does not illustrate the necessarily convoluted route south of Andy's Ridge⁶³.

Cash Valley is inconceivable as a principal long haul route

On today's roads, it is 1.9 miles from the mouth of Braddock Run to Corriganville along Wills Creek and 4.8 miles by Cash Valley. Because of the extremely roundabout route, it is inconceivable that someone would have selected Cash Valley for a principal long haul route in the days of animal powered transportation. By the time of the 1794 Griffith map, however, a Cash Valley route certainly would have existed for the use of the people who had settled there to take advantage of the desirable level farmland. Even before that, there surely would have been a path through Cash Valley between the Indian village at Corriganville and the Indian village at the southern end of Cash Valley that Lowdermilk describes. It would have been possible for a path to cross over Andy's Ridge in the

⁶² The 1794 Griffith map of the state of Maryland was brought to our attention by Cumberland Road historian Steve Colby, who learned of it from John McGrain.

⁶³ Andy's Ridge is the ridge located immediately west of the Narrows, and east of Piney Mountain, at Latitude 39.67707°, Longitude -78.799868°. Andy's Ridge was mistakenly reported as Piney Mountain in the previous edition. Correction provided by Francis Bridges.

vicinity of the Narrows in order to reach Cash Valley, but no evidence of such a path has been found.

The route between Salisbury and Turkeyfoot

In the region between the present-day location of Salisbury and the Confluence area, the route on the 1755 Fry and Jefferson map ([Figure 0007](#)) is much different than what is shown on the 1792 Reading Howell map of Pennsylvania ([Figure 0001](#)) and the 1818 Melish-Whiteside map of Somerset County ([Figure 0083](#)). The roundabout route over Negro Mountain on the Fry and Jefferson map is probably a trading path, and the more direct route⁶⁴ on the 1792 and 1818 maps is probably the 1779 military road that is described in Chapter 9.

The Fort Hill Path may be a variation of the Turkey Foot Path

Chapter 25 of Wallace's 1965 book covers an Indian path that he refers to as the "*Fort Hill Path*" that connected the Fort Hill location with the present-day location of Salisbury.

Wallace describes Fort Hill as being roughly 3.5 miles northwest from Winding Ridge, and 4.5 miles northeast of the town of Confluence. Wallace indicates that the "*Old Fort Hill Road*" ([Figure 0278](#)) was believed to be a branch of the Turkeyfoot Path. Unfortunately, he did not present any basis whatsoever for such a belief, and he did not connect the "*Fort Hill Path*" to any specific time period.

If one were to extend the "*Fort Hill Path*" on Wallace's map to Confluence, then it would bear some resemblance to the route that is shown on the Fry and Jefferson map ([Figure 0007](#)). This is merely an observation. Whether or not a portion of the roundabout route survived the French and Indian War to become the antecedent to the "*Old Fort Hill Road*" is a subject that merits additional research.

[Figure 0148](#) is a collage of 1921 and 1922 topographical maps that shows the Old Fort Hill Road. It crossed Negro Mountain north of Mount Davis, which is Pennsylvania's highest mountain peak (3,213 feet⁶⁵). The stream that is illustrated south of the path on the Fry and Jefferson map appears to be the McClintock Run that is shown just south of the Old Fort Hill Road on [Figure 0148](#).

A fragment of the western end of the Old Fort Hill Road still survives as Fireclay Road (T367). Fireclay Road forms a junction with the Fort Hill Road at Latitude 39.823129°, Longitude -79.263619°. The eastern end of Fireclay Road fizzles out a little eastward of the junction with Isley Coal Run Road, along the edge of the fields of the old Samuel Heanbaugh place that is shown on the 1876 Beers map ([Figure 0351](#)). The junction with Isley Coal Run Road is located at Latitude 39.820304°, Longitude -79.238849°. The eastern end of the Old Fort Hill Road is an antecedent to the section of Camp Buckey Road that is located between Latitude 39.806393°, Longitude -79.204473° and Latitude 39.805684°, Longitude -79.185312°.

The crossroads shown at the "s" in "*Addision*" on [Figure 0278](#) appears on the 1842 survey of John McClintock (Book C-169, Page 104, [Figure 0615](#)). This crossroads was located approximately at Latitude 39.806373°, Longitude -79.204498°, where Sarah Drive joins the Camp Buckey Road. The crossroads is also shown on the Addison Township W.P.A. map of [Figure 0294](#). Although the

⁶⁴ Due to the schematic nature of the 1792 map, it is not clear if it shows the same route over Negro Mountain that is depicted on the 1818 map.

⁶⁵ Page 8 of John Cassaday's 1932 book "**The Somerset County Outline**".

W.P.A. map illustrates the Old Fort Hill Road as crossing the Henry Trump (Phillip Tom / H. L. Halbrook) survey, the actual survey (Book C-216, Page 249) does not. To the east, the 1856 James Biddle survey (Book C-27, Page 246) and the 1856 William Bell survey below it (Book C-27, Page 216, listed as “no warrant found” on the W.P.A. map) do not show the road. On the 1876 Beers map ([Figure 0351](#)), one of the few buildings along the Old Fort Hill Road is labeled “Bear wallow”.

A description of Fort Hill

Page 570 of the 1884 book “**History of Bedford, Somerset and Fulton Counties...**” describes Fort Hill as follows:

Fort Hill is one of the many peculiar natural mounds belonging to the terrace formation, which are found in various parts of the United States. It is a hill of considerable altitude, having an area of about one hundred acres, of which seven acres, nearly level, but sloping toward the center, form the top. Its commanding position doubtless caused it to be occupied by the Indians as a point of observation in times of danger. The number of graves here also indicates that the hill may have been the site of an encampment, more or less permanently occupied. There is no evidence that there was ever a fort of any kind at this point.

According to Wallace’s mid-twentieth century book, there **was** a palisade fort there. Such issues are peripheral to this book—which is after all about a road. On all such peripheral subject matter⁶⁶, one should seek out relevant publications, rather than rely solely on this book. Fort Hill was subjected to a documented scientific archaeological dig after the 1884 book was printed. That dig resolved the fort versus no fort question, but the very question is the focus of someone else’s research, not ours.

A historical marker that appears on an old postcard about Fort Hill states: “*Fort Hill Archaeological study of the flat-top hill across the valley revealed two palisaded Indian villages with extensive house and burial remains all dating from the discovery period.*” The present-day marker, with substantially the same text, is located approximately at Latitude 39.830433°, Longitude -79.294750° ([Figure 0833](#)). The marker and Fort Hill are located on opposite sides of the Casselman River. Fort Hill is located at Latitude 39.820469°, Longitude -79.280605°.

According to the Pennsylvania Historical and Museum Commission, there were two overlapping palisaded villages at Fort Hill from slightly different time periods. One village was from about 1275 A.D., and was inhabited by about 202 people. By about 1300 A.D., the larger village had been built, and held about 270 people. The site was excavated during 1939 and 1940.

A Salisbury area tradition regarding the Old Fort Hill Road

An article by Samuel B. Compton called “*The old Turkeyfoot Trail*” was published posthumously in the “**Casselman Chronicle**”, Vol. XXXV, 1995 Number 1. Compton’s article presents his strong belief that the Turkey Foot Road actually ran north of Mount Davis. [Figure 0346](#) is a 1939 map that has been marked up to show locations that are necessary to understand the information that is provided in Mr. Compton’s article.

⁶⁶ Authors incorporate peripheral subject matter into history treatises to try to add interest to an otherwise dry read. Since such subject matter is not the focus of an author’s research, it is easy to perpetuate error through reliance on mistaken or out-of-date publications. History books are fraught with such errors. Treat all peripheral subject matter in this book with caution. The most potentially reliable information in this or any other history book is based on specific identifiable documentary, physical, photographic, or testimonial evidence. An unsupported statement in another history book, for example, does not really constitute evidence. Even with documented evidence, remember that history is based on interpretation by mere mortals. As you study this book, be a critical thinker. Weigh the evidence yourself, and come to your own conclusions. Note the evolution of thought that occurred as the several editions of this book were written.

From the perspective made possible by the research for this book, it is clear that the route Mr. Compton espoused was not the *only* route of the Turkey Foot Road. His article nevertheless has great value because it is the only known writing that presents local tradition supporting the antecedent to the Old Fort Hill Road Wallace describes, and the only one that attempts to describe the route heading northwest out of the Salisbury area. While Mr. Compton never mentions the Old Fort Hill Road or the Fort Hill Path by name, his article clearly supports such a route. Mr. Compton refers to Compton's Mill⁶⁷ as the home farm. His obituary, which appears in the August 15, 1995 issue of the "**Daily American**", indicates that he was born in 1929, and was the son of Ward and Eva (Miller) Compton.

In regard to the Turkey Foot Road, Mr. Compton's article indicates that:

- The road crossed through the Compton's Mill farm (his homeplace).
- In his youth, he found many iron artifacts along the old roadbed.
- The road ran along the current road to the former location of the S-97 Civilian Conservation Corps Camp ([Figure 0347](#)), which was at the site of the old Bookman house.
- Bookman and McClosky family members were buried on the property where S-97 was built. One tombstone is for Anna Bookman, who died in 1822 ([Figure 0718](#)).⁶⁸
- At the time he wrote the article, Mr. Compton could still see the old roadbed near the bridge⁶⁹ on the road to Camp S-97.⁷⁰ The bridge is on South Wolf Rock Road at Latitude 39.761872°, Longitude -79.133706°.
- The road ran past the Humbertson residence, and Mrs. Humbertson was Mr. Compton's grandfather's first cousin.
- The Humbertson place abutted the Solly Hostetler farm, where the Mountainview School was located. (His aunt Melissa Compton taught there.)
- The road followed Tub Mill Run to Shelter Rocks.
- Part of the road across the state lands was converted to a fire trail during the CCC camp era (presumably by the men at the S-97 Camp).
- The road ran north from Shelter Rocks, and then turned west.
- The road crossed the top of Negro Mountain in the vicinity of the fire tower⁷¹ (which is exactly what the Old Fort Hill Road did).
- The tradition that the Turkey Foot Road ran past the fire tower was common knowledge among the old folks Mr. Compton knew in his youth.
- The road passed the old Ralph Peck farm.

Mr. Compton's description is harmonious with the path shown on the 1755 Fry and Jefferson map. The traditions he heard as a youth suggest that the path north of Mount Davis on the Fry and Jefferson map eventually became a road that ran across the Compton's Mill farm.

⁶⁷ Compton's Mill is located at Latitude 39.761455°, Longitude -79.123546°.

⁶⁸ The Bookman place, and the 1822 tombstone, help to substantiate the presence of a nearby road in 1822. There is a spring with a small dam near the Ann Bookman grave.

⁶⁹ The old roadbed was not visible from the bridge in the fall of 2012.

⁷⁰ Two articles on Camp S-97 are included in Volume XXXIX of the "**Casselman Chronicle**", 1999, Number 2.

⁷¹ According to page 210 of John Cassaday's 1932 book "**The Somerset County Outline**", the Pennsylvania Department of Forests and Waters built the Negro Mountain Fire Tower in 1921. The current tower ([Figure 0957](#)) is located at Latitude 39.8065°, Longitude -79.173035°.

A review of a number of early surveys did not uncover any references to the Turkey Foot Road in the area Mr. Compton identified. [Figure 0447](#) illustrates the surveys that were reviewed.

Compton's mill

Volume II, page 652 of the 1906 book "**History of Bedford and Somerset Counties...**" states: *"The old Hochstetler mill was built by Ebenezer Griffith, probably before 1790. It stood until 1868, when it was rebuilt by Samuel Compton."* If accurate, the estimated pre-1790 date of the Hochstetler mill helps to support the presence of an early road. Ebenezer Griffith had the property surveyed on July 19, 1786 (Survey Book C-65, Page 185). The survey identifies Tub Mill Run by name, indicating the presence of a tub mill⁷² somewhere along the run prior to that date.⁷³

Volume 3, pages 394 to 397 of the same 1906 book gives the fascinating genealogy of the Compton family, which is excerpted here:

The American ancestor of the Compton family was Elyeum Compton, who came from France and settled in New Jersey, at Metuchen Church, near New Brunswick. He died prior to the Revolution. His wife was Sarah, last name unknown. During the Revolutionary war General Washington boarded with the Widow Compton whenever in that neighborhood. Elyeum and Sarah Compton were the parents of a son, Robert.

Robert Compton was born in Middlesex county, New Jersey, in 1761. This lad, too young to enlist as a soldier, accompanied General Washington, at the general's request, as a page or attendant, was with him many years and was his trusted messenger.⁷⁴ In 1813 Robert Compton left New Jersey and went west, settling in Berlin, Somerset County, engaged in mercantile pursuits. ...

Phinias M. Compton, second son of Robert and Lydia (Brown) Compton, was born June 1, 1804, in Sussex county, New Jersey. He was reared in Salisbury and was educated in the subscription schools of that day. He was a gunsmith and tinner and followed this business in Salisbury until late in life, when he and his son Samuel purchased a farm of nine hundred acres in Maryland. ...

Samuel Compton, first born child of Phineas M. and Adeline (Glotfelty) Compton, born June 25, 1827, was educated in the subscription school of J. J. Stutzman, and when thirteen years of age entered his father's shop and learned the trade of gunsmith and tinner, and later became his partner in business. At the age of twenty-five, he, with his father, purchased the Maryland farm

⁷² Volume I of Boucher's "**Old and New Westmoreland**" provides a succinct description of a tub mill, as follows: *"The first water-power mills were operated by water wheels known as the tub-mill wheel, which gave its name frequently to the stream which turned it. The tub-mill wheel was in a round enclosure that resembled a large tub. The water falling on it made it revolve, and thus the perpendicular shaft to which it was fastened was turned, and by gearing, made the mill stones revolve, or ran a saw, as the occasion might be."* The tub mill wheel is, in its essence, a water powered turbine. Several tub mills are maintained as tourist attractions in the Great Smokey Mountains National Park.

⁷³ Volume II, page 79 of the 1906 book "**History of Bedford and Somerset Counties...**" states: *"Tub Mill run passes through the Abraham P. Beachey farm. Here, somewhere along the stream, a pair of common millstones were found many years ago. Mr. Beachey moved one of them to his house, and it still may be there. These stones are supposed to have belonged to a small tub mill that is said to have been built somewhere along this stream by William Tissue. While his own farm or place did not come down to the run, this account may still be true, and it would be the first mill built in this part of the county. There must be some such reason for the stream having the name it has. The date must have been as far back as the time of the Revolutionary war. Both Christian C. and Samuel C. Livengood, who were born about 1803 and 1805, and reared near by, have confirmed to the writer the existence of such a mill somewhere along the run, and to which these millstones must have belonged."*

⁷⁴ Volume 3 of the 1913 book "**West Virginia and its people**" supports this tradition, stating: *"Robert, son of Elyeum Compton, was born in New Jersey, and early in life enjoyed the unique distinction of acting as a messenger for General George Washington during the Trenton campaign. Robert Compton removed from New Jersey to Berlin, Pennsylvania."*

above mentioned, and Samuel assisted in its management and cultivation, but did not remove his residence from Salisbury. About the same time he purchased the old Chrissner farm on Elk Lick creek and followed farming exclusively until 1868, when he purchased the Hostetter mill property. He operated the old mill for a time and then erected and equipped a first class “burr”⁷⁵ flouring mill and added a sawmill to the plant. For the remainder of his useful and busy life he conducted the farm and mills.

When Mr. Dietle examined Compton’s mill (Figures [0721](#), [0722](#)) about 1995, it was the best preserved gristmill he has ever seen. One of the unique pieces of equipment was a device for making puffed oats. According to the white paper titled “*Historical Profile of Somerset County*”, which is published by the Pennsylvania Department of Conservation and Natural Resources, the mill remained in operation until 1941.

An Indian village from the historic period at Turkeyfoot

The 1755 Mitchell map, which is titled “**A map of the British and French dominions in North America**”, shows an Indian village at Turkeyfoot ([Figure 0791](#)). This village from the historic period **helps to explain the presence of a path through Turkeyfoot on the 1755 Fry and Jefferson map ([Figure 0007](#))**, and helps to explain the Indian path traditions in Mount Savage and Salisbury.

Volume II, page 2 of the 1906 book “**History of Bedford and Somerset Counties...**” describes an Indian village at Turkeyfoot as follows:

There was also an Indian Village at the junction of the Castleman’s river and Laurel Hill creek with the Youghioghenny River, where the town of Confluence now is; in short, in the Turkeyfoot itself. That there was such a village there cannot well be doubted, because the information concerning it has been derived from persons who had actual knowledge. Many Indian relics have also been found in that locality.

In regard to the borough of Confluence, page 624 of the same book states: “*It is a well authenticated fact that it was also the site of an Indian village.*” Harry Ringler, Senior indicates that going into Confluence from Harnedsville, there was a large Indian village where the Casselman and Youghioghenny rivers join. He also described a village site south of town that he called the “*Birch Cabins*”, and the tannery site along the railroad track in town.

Page 560 of the 1884 book “**History of Bedford, Somerset and Fulton Counties...**” states:

*The farm now owned by Jacob Sterner, situated at Confluence, was once the site of an Indian village. Mr. Sterner has unearthed a number of Indian skeletons in plowing, also ashes and traces of campfires. In 1878, as John S. Stanton and John H. Glisan were plowing on this farm, they turned up a flat stone, under which they found an earthen pot, of about a quart’s capacity, in shape and color like a cocoanut. Underneath this was found a human skull. The plowmen thought they had discovered a pot of gold, and were greatly disappointed when they found that was not the case.*⁷⁶

⁷⁵ [Figure 0956](#) shows a burr stone that is on display near Salisbury, Pennsylvania. The 1888 book “**Flour Manufacture**” describes burr stones as follows: “*On this subject Ganzl has written in the account of his travels: ‘Of all kinds of stone employed for grinding corn the French is the best, and it is therefore usually employed in America. This stone is received from the quarry only in small blocks, ‘burr blocks,’ or ‘burrs,’ from 12 to 18 inches in length, by 6 to 10 inches in breadth, and 5 to 6 inches thick.’ Millstones therefore must be made by fitting and cementing these blocks together.*”

⁷⁶ This passage is also quoted anonymously in the 1973 “**Confluence Centennial Souvenir Book**”.

According to the 1906 book “**History of Bedford and Somerset Counties...**”, Jacob Sterner’s farm was on the Henry Abrahams survey ([Figure 0365](#)), which was “*located on the point of land situated between the junction of the Youghiogheny and Castleman’s rivers.*”

Henry Abram, Junior warranted land on the opposite side of the Youghiogheny River that was later patented to John Sloan. Sloan’s ford, on the Turkey Foot Road to Uniontown, was located just north of Hen Run, and was named for John Sloan. Sloan’s ford is by tradition located on an Indian path. **This makes the path on the Fry and Jefferson map ([Figure 0009](#)) a possible candidate to be the antecedent to part of the Turkey Foot Road to Uniontown.**

Christopher Gist’s November 24, 1751 journal entry states: “*Set out W 2 M then S 45 W 6 M over the S fork and encamp’d on the SW side bout 1 M from a small Hunting Town of the Delawares from whom I bought some corn...*” Darlington interprets this passage as meaning that Gist “*Crossed the south fork at Turkey-foot, or Three Forks, near the present town of Confluence...*” This is also harmonious with the idea of a contemporaneous Indian path through the area.

The path ran past Gist’s residence

[Figure 0009](#) shows that the path from Wills Creek on the Fry and Jefferson map passed near the settlement of the well-known pioneer Christopher Gist. [Figure 0010](#) gives a broader view of the map to show where the path went after passing Gist’s settlement.

Gist’s settlement was located between two branches of the **path** from Will’s Creek, and near a northward path that heads to the confluence of the Allegheny and Monongahela rivers. The northern branch of the path from Wills Creek swings north to join that northward path. As shown by [Figure 0010](#), the southern branch of the path from Wills Creek swings north and also merges with the northward path, and then veers west and crosses the Monongahela River above the Youghiogheny River. After crossing Licking Creek, the path splits and follows the south side of the Ohio valley. **The path on the Fry and Jefferson map does not represent Gist’s second Ohio Company tour.** Map number six in the “**Board of Trade Maps**”, Volume 12 ([Figure 0097](#)) shows that Gist’s second tour crossed the Monongahela River **below** the Youghiogheny River.⁷⁷

How Gist’s settlement came to be

According to Volume 2 of Jared Sparks’ 1833 book “**The writings of George Washington**”:

The (Ohio) Company found, that it would be in vain to expect much progress in their designs, till measures had been adopted for winning over the Indians; and accordingly the proposed treaty of Logstown took place the next year, when Mr. Gist attended as an agent from the Company, and the Indians agreed not to molest any settlements, that might be made on the south-east side of the Ohio. This treaty was concluded June 13th, 1752. Colonel Fry, and two other commissioners, were present on the part of Virginia.

According to Sherman Day’s 1843 book “**Historical collections of the State of Pennsylvania...**”:

⁷⁷ One of the Darlington Library descriptions of map number 6 is “*Part of the Ohio River, showing the falls*”. The map identifies the route of Christopher Gist’s first and second Ohio Company tours using black and red dashed lines, respectively. It only shows the portion of his second tour that was west of the Monongahela River. Nevertheless, it shows that Gist crossed the Monongahela River about halfway between the mouth of the Youghiogheny River and the location where the Monongahela and Allegheny Rivers join to form the Ohio River.

Soon after the treaty at Logstown in 1752, Mr. Gist made a settlement and built a **cabin** on the tract of land since called Mount Braddock, and induced eleven families to settle around him on lands presumed to be within the company's grant.

Page 40 of the 1847 book “**Early History of Western Pennsylvania...**” ([Appendix 0001](#)) states:

*...no attempt had been made by the whites at settlements, in the region now occupied by the several counties west of the Alleghenies, before 1748, when the Ohio Company was formed. ... The first actual settlement made was within the present limits of Fayette county, in 1752, by Mr. Gist himself, on a tract of land, now well known there as Mount Braddock, west of the Youghioghenny river, Mr. Gist induced eleven families to settle around him on lands presumed to be within the Ohio company's grant.*⁷⁸

Christopher Gist's plantation ([Figure 0435](#)) was located at the site of present-day Mount Braddock, Fayette County, Pennsylvania⁷⁹, and was an important early landmark. Mount Braddock is roughly midway between Uniontown and Connellsville, at the western foot of the Summit Mountain of Chestnut Ridge⁸⁰. The site of Christopher Gist's 1753 cabin is shown by Survey Book C-151, Page 141 ([Figure 0790](#)). The location of the cabin, and its close proximity to Braddock's road, is proven in [Appendix 0055](#).

A portion of Braddock's road shared the route of the Catawba Indian path

The northward path

On the Fry and Jefferson map ([Figure 0010](#)), the northward path that heads from Gist's to the confluence of the Allegheny and Monongahela rivers does not appear to be Braddock's road, because it appears to cross the Youghioghenny River much farther north than Stewart's Crossing (Connellsville), and does not cross the Monongahela River. Whether this crossing location is simply due to the schematic nature of the map is unknown.

Gist's settlement, Fort Necessity, Fort Duquesne, and Fort Cumberland did not yet exist in 1751 when the Fry and Jefferson map was initially prepared. They are not shown on the first edition of the map, and were obviously added for the 1755 edition. The road westward from Fort Cumberland to Gist's must be the Ohio Company/Braddock's road, which also did not exist in 1751. The portion illustrated as a road terminates at Fort Necessity, but a path continues on to the head of the Ohio River.

Braddock widened the Ohio Company road

George Washington's August 2, 1758 letter to Colonel Bouquet ([Appendix 0016](#)) mentions “*Gist's plantation*” along the Ohio Company road that eventually became Braddock's road:

...the Ohio Company, in 1753, at a considerable expense, opened the road. In 1754 the troops, whom I had the honor to command, greatly repaired it, as far as Gist's plantation; and, in 1755, it was widened and completed by General Braddock to within six miles of Fort Duquesne.

⁷⁸ Obviously, the 1847 book draws the last quoted sentence from Sherman Day's 1843 book.

⁷⁹ The Gist's plantation historical marker ([Figure 0890](#)) is located at Latitude 39.95499°, Longitude -79.65162°.

⁸⁰ Although the map illustrates Gist's settlement as being west of Turkeyfoot, Mount Braddock is actually northwest of Confluence.

Braddock's road and the Catawba path used Stewart's crossing

Braddock's road is known⁸¹ to have recrossed the Youghiogheny River at Stewart's Crossing, at present-day Connellsville, and is said to have generally followed the Ohio Company road. **The Fry and Jefferson map shows two paths heading northwest from Gist's.** One appears to cross the river well north of Connellsville, though this discrepancy may simply be an artifact of the out-of-scale nature of the map.

The Wisconsin Historical Society's 1912 book "**Frontier defense on the upper Ohio, 1777-1778**" states:

Stewart's Crossings is one of the historic spots of Fayette County, Pa. In 1753 William Stewart located there, about the same time that Christopher Gist built his cabin at Mount Braddock. Stewart chose a ford on the Youghiogheny where the old Catawba Indian trail from the Iroquois country crossed that river. ... Braddock's Road led over this crossing...

Evans' map ([Figure 0003](#)) shows Stewart's Crossing along the portion of the road between Gist's plantation and Fort Duquesne. A footnote in Toner's 1893 edition of the "**Journal of Colonel George Washington**" ([Appendix 0003](#)) indicates that Stewart's Crossing was "...on the line of the early Indian trail or path...".

A portion of Braddock's road reportedly followed the Catawba path

In the book "**Indian Paths of Pennsylvania**", Wallace's map of Pennsylvania indicates that a portion of Braddock's road followed the Catawba path. Wallace describes the Catawba path as running from the Carolinas to Olean, New York, via Morgantown, West Virginia. His map shows it passing through Uniontown, Pennsylvania, crossing the Youghiogheny River near the mouth of Mounts Creek at Connellsville, and then passing near Laurelville.

In a discussion of Braddock's march, McClenathan's 1906 book "**Centennial history of the borough of Connellsville, Pennsylvania, 1806-1906**" states:

The army moved slowly, and, on June 28, reached the Gist settlement at Mount Braddock. From this point Braddock moved to the north along the old Catawba Indian trail, widening the road and making it passable for the heavy artillery as he went.

In a discussion about Braddock's road, Veech's posthumous 1892 book "**The Monongahela of old...**" states:

⁸¹ William Crawford's 1793 survey (Book W, Page 238) for property along the Youghiogheny River just north of Mounts Creek states that it is "Situate on the North side of Stewart's Crossing of Youghio Geni River". This survey is connected to Crawford's April 3, 1769 "New Purchase" application number 374. The "**New Purchase Register**" describes this property as being "On the North side of Youghogany River on the mouth of a Creek that empties into said River where Braddocks Road crosses said River including his improvement made by permission of the Commanding officer at Fort Pitt." These Crawford documents prove that Braddock's road crossed the Youghiogheny River at Stewart's Crossing. Additionally, Gist's journal from Braddock's campaign mentions the "Camp by Stewards". The W.P.A. Warrant map of Dunbar Township labels the road coming into Stewart's Crossing as Braddock's road, but the underlying surveys do not name the road. Edward Cook's 1769 survey of John Crawford's property at Stewart's Crossing (Book C-25, Page 290) shows roads going to Broad Ford and Stewart's Crossing, but does not name them. The adjacent 1769 survey of Lawrence Harrison, Senior (Book E, Page 217) also shows the road to Stewart's Crossing, but does not name it. The 1873 Robinson survey, 1846 Harrison survey, 1873 Banning survey, and 1786 Ross survey that are shown on the W.P.A. map do not show the road.

It was, until near its fatal termination, identical with Nemacolin's path, which, also, from Gist's northward, with a few variations, was identical with the old Catawba trail, or with its westward branch to the head of the Ohio.

As quoted in George Dallas Albert's 1916 book "**The frontier forts of western Pennsylvania**", Veech describes a branch of the Catawba path that went to the head of the Ohio River:

A branch left the main trail at Robinson's mill, on Mill or Opossum run, which crossed the Yough at the Broad ford, bearing down across Jacobs creek, Sweickley and Turtle creeks, to the forks of the Ohio, at Pittsburgh, by the highland route. This branch, and the northern part within our county [Fayette], of the main route, will be found to possess much interest in connection with Braddock's line of march to his disastrous destiny.

Volume 17 of the 1919 "**Proceedings and Collections of the Wyoming Historical and Geological Society**" refers to Opossum Run as Robinson's Run:

...one trail was used in the winter season and another trail in the summer time. I have been over several such summer and winter routes. One is on the Catawba Trail near the historic Stewart's Crossings, where one trail runs down to the Youghiogheny (sic) river through the valley of Robinson's Run. The other trail follows the high ground along a ridge near Gist's Plantation, reaching the river at the mouth of the run⁸². In the summer the trail down in the valley is the better and in the winter the trail on the ridge is almost clear of snow, while the trail in the valley is almost filled with snow drifts. ... The confusion in various authors concerning the course of the main Indian trails is due in some measure to the fact that the same general trail is often divided into two or even more trails, at various points.

From the preceding quotes it seems clear that a route leading north from Gist's plantation to Stewart's Crossing⁸³ follows a variation of the Catawba path, which preceded the Ohio Company/Braddock's road. It seems equally clear that some of the early trade between Wills Creek and Pickawillany could have followed the path through Turkeyfoot and a branch of the Catawba path to the head of the Ohio River. Evidence of trade between Wills Creek and Pickawillany is presented in the following chapter.

The path supported travel between Wills Creek and the Ohio valley

Figures 0010 and 0581 show more of the 1755 Fry and Jefferson map, to show where the path through Turkeyfoot went in the area west of Gist's Settlement. The path split west of the Monongahela River, and ultimately goes to the Ohio River by two different routes. One route goes to the "Great Konhaway" river, which flows into the Ohio River at present-day Point Pleasant, West Virginia. The route then continues on to the Ohio River at the mouth of the "Hokholang or the Long Necked Bottle" (The Hocking River, formerly known as the Hockhocking River) at present-day Hockingport, Ohio. Another variation goes to the Little Kanawha River, and then follows the river to

⁸² The mouth of the run is 162 yards northwest of Yough River Park at Latitude 40.021759°, Longitude -79.602763°.

⁸³ Various other books also indicate that the route identified by Nemacolin followed the Catawba trail, including George P. Donehoo's 1928 book "**A History of the Indian Villages and Place Names in Pennsylvania with Numerous Historical Notes and References**", and James Hadden's 1910 book "**Washington's Expeditions (1753-1754) And Braddock's Expedition (1755)**".

its mouth at present-day Parkersburg, West Virginia.⁸⁴ From there, it continues along the Ohio River to the mouth of the Hocking River. Because these routes west of Gist's remain south of the Ohio River, neither is the route to the Ohio valley via Logstown and Hockhocking that is shown on the Lewis Evans map ([Figure 0582](#)).

The town of Mineral Wells, West Virginia is located about 8 miles upstream from Parkersburg, on the west side of the Little Kanawha River. This town is located approximately where one of the paths from Turkeyfoot on [Figure 0581](#) reaches the Little Kanawha River. Maybe it is just coincidence, but Mineral Wells has a road called the Turkey Foot Road that runs from Latitude 39.188893°, Longitude -81.504564° to Latitude 39.180502°, Longitude -81.529155°. A Civil War history-related article in the October 4, 2006 "**Wirt County Journal**" indicates that this Turkey Foot Road followed the Little Kanawha River to Scarce Fat Road in 1863. The earlier history of the road has not been determined.

The waterways in the area west of the Monongahela River that are crossed by the westerly paths on the Fry and Jefferson map are difficult to decipher. The waterway labeled "*Neknekmokkisi*" appears to be Fishing Creek, which empties into the Ohio River at New Martinsville, West Virginia. Darlington's 1893 book "**Christopher Gist's journals**" states: "*Neemokeesy, now Fishing Creek.*" Mitchell's 1755 map ([Figure 0580](#)) labels this waterway "*Mencmockacy*", and Evans' 1755 map ([Figure 0582](#)) labels a waterway in that general area as "*Fishing Cr.*"

The waterway labeled "*Molkichinikon*" is presently known as Middle Island Creek, which empties into the Ohio River at Saint Marys, West Virginia. Darlington states: "*Molchuconickon or Buffalo Creek, now Middle Island Creek, in Pleasants and Tyler Counties. The name Buffalo is yet applied to one of its branches...*" Mitchell's map labels this waterway "*Molcochaiecon*".

Indian paths in Ohio

[Figure 0803](#) is a map of Indian trails of Ohio from William C. Mills' 1914 book "**Archeological Atlas of Ohio**". This map shows trails connecting with Pickawillany from the portion of [the trail on the Fry and Jefferson map](#) that follows the Ohio River, and from other places. Trail 13 runs from the mouth of the Little Kanawha River to Maguck, from whence Trail 3 connects with Pickawillany. Trail 16 connects from the mouth of the Little Kanawha River and the mouth of Oldtown Creek to [the mouth of the Kanawha River](#) at Point Pleasant, West Virginia (near Gallipolis, Ohio), from whence Trail 6 connects with Pickawillany via Maguck and Trail 3. Trail 3 connects with Trail 1, the "*Great Trail*", which connects with the Forks of the Ohio. Trail 10 connects to Pickawillany from the mouth of the Scioto River. The 1914 book describes these trails as follows:

- *Trail No. 1. The "Great Trail so-called, was the most important of the east and west trails in Ohio. It was the western extension of the great highway between the Indian country around Delaware and Chesapeake bays, running westward to the forks of the Ohio, where later Fort Pitt and Pittsburg were to be...*
- *Trail No. 3. This trail connected the Indian country about the Forks of the Muskingum with the Shawnee settlements on the Scioto and thence west and north to the important Miami towns on the Miamis and the upper course of the Maumee river. At the Muskingum forks it connected with important trails running east and north. The principal towns were Conehake,*

⁸⁴ Volume 7782 of the "**Congressional Edition**" (1921) states "...a marker has been placed to commemorate the spot where the first settlement was made in West Virginia, where the city of Parkersburg now stands. James Neal, the first settler, built a blockhouse which afforded a shelter from the Indians. This was called 'Neal's Station.'"

White Woman's, Wakatomika, French Margaret's, Maguck, Cornstalk's, Upper Chillicothe and Pickawillany.

- *Trail No. 6 was one of the most important fur routes between the Lakes and the Virginia country. It entered Ohio opposite the mouth of the Great Kanawha river, passed through the salt region of Jackson county to a juncture with trail No. 2 at Maguck, from which point the two trails were practically merged.*
- *Trail No. 10 connects Chillicothe on the Ohio with Trail No. 3 midway between Mad river and Pickawillany. It follows in a general way the watershed between Paint creek and the Little Miami river.*
- *Trail No. 13 extended from Maguck southeast to the Muskingum river thence southward, crossing the Ohio river in Washington county. This was a well known war trail from the Shawnee settlements on the Scioto to the Indian settlements in southwestern Pennsylvania.*
- *Trail No.16 was a connecting link between Trails 5 and 6. Its course followed that of the Ohio river, usually some distance inland and the principal towns were Wanduchale's town and Kiskimentas. A branch led southward through Jackson county, West Virginia.*

Clearly, the trails from Wills Creek could have supported trade with Pickawillany by various trails depicted on [Figure 0803](#). Mills does not date the trails, but town names and references to fur trade tie many of them to the historic period. Mills states that the “*map aims to show in a composite manner, as nearly as possible the location of the more important aboriginal trails and Indian towns, regardless of chronology, of which there is historic record.*”

Mills refers to Trail 6 “*one of the most important fur routes between the Lakes and the Virginia country. It entered Ohio opposite the mouth of the Great Kanawha river*”. This seems to make the route between Wills Creek and the Kanawha River on the Fry and Jefferson map a candidate to be the fur route Mills references.

Mills refers to Trail 13 as “*a well known war trail from the Shawnee settlements on the Scioto to the Indian settlements in southwestern Pennsylvania*”. It crossed the Ohio River at Parkersburg, West Virginia, and connected with Maguck. Trail 3 then connects Maguck with Pickawillany. Trail 13 seems obviously to be the Ohio portion of the trail that ran between Turkeyfoot, Pennsylvania and the Mineral Wells environs on the Fry and Jefferson map, and then followed the west side of the Little Kanawha River to a river crossing location of Parkersburg.

The Turkey Foot Road along Turkeyfoot Run

For whatever reason, there is a 4.4-mile-long road called the “*Turkey Foot Road*” that is located 11 miles east of Portsmouth, Ohio. It runs from Latitude 38.769393°, Longitude -82.786446° to Latitude 38.738586°, Longitude -82.737844°, and part of it follows the valley of Turkey Foot Run. Whether one is named for the other is unknown. Jan Edwards, Corresponding Secretary of the Scioto County Chapter of the Ohio Genealogical Society, reports that they have no proof that their Turkey Foot Road was part of an original trail to the east. She checked with the county engineer's office on the subject, and reports that they told her “*that most of the county's old roads were at one time animal trails which later became Indian & tracker trails.*” A road known as the Turkey Foot Township Road branches from the Turkey Foot Road at Latitude 38.735699°, Longitude -82.750075°, and ends on Clinton Furnace Road at Latitude 38.721399°, Longitude -82.744354°. Both roads are located in Vernon Township, Scioto County, Ohio.

The Shawnoah to Pickawillany path on the 1755 Mitchell map

Evans' 1755 map ([Figure 0582](#)) shows “*Shawane T*” near the mouth of the Great Kanhawa River⁸⁵, and shows the “*Lo^r Shawane Tn*” town on the western side of the mouth⁸⁶ of the Scioto River. The present-day city of Portsmouth, Ohio is located on the eastern side of the mouth of the Scioto River.

An English translation of Celoron's journal indicates that British traders were already at Shawnoah when he arrived there on August 22, 1749:

The situation of the village of the Chauanons is quite pleasant—at least, it is not masked by the mountains, like the other villages through which we had passed. The Sinhioto River, which bounds it on the east, has given it its name. It is composed of about 60 cabins. The Englishmen there numbered five. They were ordered to withdraw, and promised to do so.

Another part of Celoron's journal indicates that at least some of the traders were from Carolina:

I summoned the English traders to appear and commanded them to withdraw, making them feel that they had no right to trade or aught else on the Beautiful River. I wrote to the Governor of Carolina, whom I fully apprised of the danger his traders would expose themselves to, if they returned here.

By 1751, Shawnoah had grown, and English traders were still there. Christopher Gist's January 29, 1751 journal entry includes the statement:

Set out to the mouth of Sciotoe Creek opposite to the Shannoah Town. Here we fired our guns to alarm the traders, who soon answered, and came and ferried us over to the town. ... The Shannoah Town is situate upon both sides of the River Ohio, just below the mouth of Sciotoe Creek, and contains about 300 men. There are about 40 houses on the south side of the river, and about 100 on the north side with a kind of State-House of about 90 feet long...

The journals of Celoron and Gist show that English traders were at Shawnoah well before the Ohio Company's road was built.

Mitchell's 1755 map of the British and French Dominions ([Figure 0580](#)) show “*Shawnoah or Lo. Town*” on both sides of the Ohio River at the mouth of the Scioto River. [Figure 0807](#) is a photograph that shows the terrain on the Kentucky side of the Ohio River. At the “*Old Fort*” earthworks at the lower Shawanese town in Greenup County Kentucky, two buried brass kettles were found in 1885 that held various Indian trade articles. As described by T.H. Lewis in 1887⁸⁷:

Within them were two dozen or more silver crosses of various sizes and designs, a large number of silver buckles ... , several crescent shaped cap front pieces made of silver and nicely ornamented, jews-harps made of brass, glass beads, and two styles of brass handled pen-knives.

Lewis also described many Spanish and English coins being found in the general area. In reference to the Scioto River, Captain Harry Gordon's 1766 journal states:

Opposite the mouth of this river is the lower Shawane town, removed from the other side, which was One of the most noted Places of English Trade with the Indians.

⁸⁵ The Shawnee Old Town site is shown by [Figure 0808](#).

⁸⁶ According to Bannon's 1920 book “**Scioto Sketches**”, the mouth of the Scioto River has shifted about a mile east since 1765.

⁸⁷ “**Tracts for archaeologists: being reprinted from various periodicals**”, Theodore Hayes Lewis, First Series, 1880-1891.

From Shawnoah, a path described as “*Gists Route & Traders Road*” on the 1755 Mitchell map goes to Pickawillany along the Miami River. This seems to be Trail 10 on the 1914 map. The 1755 map describes Pickawillany as an “*English Ft Establish’d in 1748 the Extent of the English Settlements*”. Gist also describes a fort at Pickawillany. The distance from Shawnoah to Pickawillany is approximately 140 miles.

When the Fry and Jefferson map and the Mitchell map are considered together, they suggest that some trade between Will’s Creek and Pickawillany **might have involved the path from Wills Creek to the mouth of the Hocking River that is shown on the Fry and Jefferson map**, combined with the path from Shawnoah to Pickawillany that is shown on the Mitchell map. All that is required to complete this theoretical route is the use of the Ohio River, or an unknown path, from the Hocking River or the Kanawha River to Shawnoah at the mouth of the Scioto River. From the site of Shawnoah, it is about 90 miles overland to the mouth of the Hocking River, and about 59 miles overland to the mouth of the Kanawha River. It seems difficult to imagine that there would not be a path between the “*Shawane T*” at the mouth of the Great Kanawha River and the “*Lo’ Shawane Tn*” at the mouth of the Scioto River. The travels of the captive survivors of the 1755 Draper Massacre, described in Hale’s 1886 book “**Trans-Allegheny Pioneers**”, suggest the existence of such a path:

After several days of resting, feasting, and salt-making, the party again loaded up their pack-horses and resumed their onward march down the Kanawha and down the Ohio to the capital town of the Shawanees, at the mouth of the Sonhioto, or Scioto River, which they reached just one month after leaving the scene of the massacre and capture at Draper’s Meadows.

Obviously, traders could have reached Pickawillany from Will’s Creek **via the path through Turkeyfoot**, the Catawba path, and the path through Logstown. Other obvious routes could have followed **the path through Turkeyfoot** to the mouth of the Little Kanawha River, or mouth of the Kanawha River, and then followed Trail 13 or 6 to Maguck on the way to Pickawillany. Alternately, traders could have packed their goods to Pickawillany via **the path through Turkeyfoot** to the Hocking and Kanawha Rivers and “*Gists Route & Traders Road*”, if there was a path between the mouth of the Scioto River and the mouth of the Hocking or Kanawha rivers. One can also imagine traders packing goods to the Monongahela, or to the Forks, or to the mouth of the Hocking or Kanawha Rivers, and then floating the goods downriver to the mouth of the Scioto River and packing them to Pickawillany via “*Gists Route & Traders Road*”.

An October 20, 1748 letter that William Trent wrote to Richard Peters, from George Croghan’s house, proves that Hugh Parker, of the Ohio Company, was already developing trade with the “*Lo’ Shawane Tn*” at the time. The letter states:

Last night came here from Allegheny one John Hays, who informs us that the night before he left it, the Indians killed one of Mr. Parker’s hands. It was owing to ill usage Mr. Parker and his hands gave them that day, and his being a Maryland Trader, who the Indians don’t care should come amongst them. Mr. Parker had a large quantity of liquor up with him, which he was tying up in his goods, in order to send them to the Lower Shawna Town...

The paths on the Mitchell map existed in 1751

Mitchell’s map was printed after the 1752 French attack on Pickawillany that ended the British trade there. This indicates the map must illustrate a pre-attack route from Shawnoah to Pickawillany that was used while the British trade was still active.

Christopher Gist's journal indicates that he travelled from Logstown to "*Shannoah Town*" (located "*just below the Mouth of Sciotoe Creek*") via Muskingum, staying in Shannoah Town from January 31 to February 11, 1751. From Shannoah Town, he travelled to Pickawillany. His journal indicates that he returned from Pickawillany via Shannoah Town to pick up some horses he left at Shannoah Town. His journal also indicates that some of his traveling companions left Pickawillany directly for Hockhocken. On his return trip from Pickawillany to Shannoah Town, Gist describes leaving the path as a safety measure, to avoid French-allied Indians.

William Trent's journal documents his 1752 trip from Logstown to Pickawillany via Hockhocken. He detoured to the "*lower Shawanees town*" after learning of the French attack on Pickawillany. Trent left the "*lower Shawanees town*" on July 12, 1752, and travelled on to Pickawillany, finding it deserted.

Gist's and Trent's journals prove that the land routes shown on the 1755 Mitchell map ([Figure 0580](#)) between Logstown and Hockhocken, Hockhocken and Shawnoah, Hockhocken and Pickawillany, and Shawnoah and Pickawillany already existed before the French attack on Pickawillany.

