

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

13. Doctor Wellford's 1794 travel journal

Doctor Wellford's firsthand account of the Turkey Foot Road

Volume 11, pages 16 and 17 of the “**William and Mary College quarterly historical magazine**” ([Appendix 0031](#)) gives a firsthand account of the Turkey Foot Road from “*A Diary Kept by Dr. Robert Wellford, of Fredericksburg, Virginia, During the March of the Virginia Troops to Fort Pitt (Pittsburg) to Suppress the Whiskey Insurrection in 1794*”³¹⁸. All dates presented in this chapter are from the month of November. The study of Doctor Wellford's³¹⁹ journal was a journey of discovery for the authors, because they had little understanding of the Turkey Foot Road when they first encountered the journal.

The best contemporaneous map

Doctor Wellford's 1794 journey can be roughly traced on the contemporaneous, well regarded 1792 Reading Howell map of Pennsylvania ([Figure 0001](#)), which was made before Somerset County was formed. This map clearly shows Braddock's road (or its successor, the “*Old Road*”³²⁰) and the Turkey Foot Road. Part of the illustrated route is only approximate; the terrain is much too rough to

³¹⁸ Volume 2, Chapter X of the 1906 book “**History of Bedford and Somerset Counties...**” provides a good account of the Whiskey Insurrection from a local point of view.

³¹⁹ Doctor Wellford was born in England, April 12, 1753.

³²⁰ The 1906 book “**History of Bedford and Somerset Counties...**” describes a successor to Braddock's road, and indicates this successor preceded the National Road:

In the minds of most people the idea has found place that the “National Road,” or pike, as it is more generally known, was laid out over the same ground that the “Braddock road” was. This, however, is a mistake. The Braddock road may be said to have already had a successor before the coming of the pike in a newer road that crossed the Youghiogheny river some distance north of Somerfield, while the crossing place of the Braddock road is south of that village, and is the original “Great Crossing.” The crossing place of the “National Road” is at Somerfield, and therefore it is between the other two roads at their several places of crossing the river. This newer road, which was between it and the “National Road,” (sic) is usually spoken of as the “Old Road,” and was the one that was usually traveled through that part of the country. It is not supposed that this old road was anything more than a common dirt road that in wet weather would be cut up by the wheels of the wagons passing over it, so as to be at times almost impassable. At some places it may have passed over the same ground as the Braddock road, while at other places it crossed it.

The same may be said of its successor, the “National Road,” which at some places is also on the Braddock road, but at others crosses and recrosses it. At places these roads are close together, while at others the “National road” is as much as several miles distant from the Braddock road. What is to be understood is, that the routes of the National, Braddock, and the Old road are the same in direction, but that in most places they are not on precisely the same ground. There are also those who, being more or less familiar with the exact locations of these roads, go so far as to say that at many places both the Braddock and the Old Road had easier grades than those of the “National Road.”

The 1910 book “**History of Harrison County, West Virginia**” states that in November 1766 the Virginia Assembly appointed commissioners “*To view, lay out and direct a road to be cleared from the North branch of the Potomac to Fort Pitt on the Ohio, by or near the road called Braddock's road, in the most direct and cheapest manner the said commissioners think fit, and two hundred pounds were appropriated for that purpose.*” The 1912 Book “**Early chapters in the development of the Patomac route to the West**” states the £200 appropriation was “*for the improvement of Braddock's road.*” A 1773 Maryland act provides for “*The sum of 8,000 dollars, or so much thereof as may be necessary, are to be paid to the order of the major part of seven commissioners herein named, for clearing a waggon road from Fort Cumberland to the nearest batteau navigable water on the western side of the Allegany.*” As quoted at length in Chapter 30 herein, a 1793 Maryland act indicates that the “*Legislature the state of Pennsylvania hath laid out, opened and amended, a road from Union-town, in Fayette county, to the division line*”, and authorizes construction to “*straighten and amend the road from the town of Cumberland to intersect the said road at the Winding-Ridge*”. One or more of these acts may relate to the “*Old Road*”.

accommodate (necessarily twisting) roads that would appear as straight as those depicted. The label for Little Allegheny Mountain is too far to the west, and Savage Mountain is not shown at all. The site of Fort Cumberland is illustrated with a fort icon and identified by name; however, a 1775 source (quoted in Chapter 40) reports the structure as already demolished.

[Figure 0001](#) shows the portion of the 1792 Reading Howell map that covers the area from present-day Cumberland and Bedford to Pittsburgh. [Figure 0014](#) is a fragment that is more conveniently sized for studying the Turkeyfoot-to-Fort Cumberland portion of Doctor Wellford's journey. [Figure 0017](#) shows the 1795 Samuel Lewis map, which is based on an earlier Reading Howell map.

McFarland's to Cornell's

We begin tracing Doctor Wellford's journey starting with November 22, 1794, before he comes to the Turkey Foot Road. His journal entry for that day reads:

Saturday, Nov'r 22nd. Left McFarlands, 15 miles from Pittsburg, on the west side of the Monongohalia, crossed at Perry's ferry, 1 mile, the cold excessive, the Ink froze while writing, snowed this day. Genl Matthews, Capt. Carter, Lt. Glassell, Lt. Saunders, Major Wray & Capt. Chas. Stuart, the road so intolerably bad we stopped at Cornell's, the Black house, slept before the fire. This day traveled 7 miles.

Perry's ferry was near the mouth of Lobb's Run³²¹ (Latitude 40.259948°, Longitude -79.909771°), and near the Perry's mill that is shown on Howell's 1792 map ([Figure 0001](#)).

Wellford's 'Forks of the Yough' is near present-day West Newton

The portion of Doctor Wellford's trip diary from "the forks of the Yough" to Strickland's on November 23 and 24 reads as follows:

23rd. After breakfast to the forks of Yough, 4 miles, crossed at Budds Ferry, about 8 miles, took a right hand road called the "Turkey foot Road." This is about 5 miles from Cherry's Mill, passed this day thro' the late encampment of Ye Right Wing³²², travelled the Turkey foot road 4 miles to Mrs. Woodrow, making 16 miles this day, 58 from Fort Pitt, slept before the fire. Mem. Sugar made on one plant'n here one thousand weight. The cold excessive, said to have been from the year 1771 in no part of any winter more severe for 23 years.

Monday, 24th. Breakfasted at Mrs. Woodrow's³²³, the most comfortable house in this country that I have been in. One large room divided, by plank partitions³²⁴, into 3 sleeping rooms & one eating room, with a very large log fire, the kitchen under the same roof. If this was the best house, judge then of the others. Crost Jacobs Creek. Arrived this Even'g at Amos Strickland's, at the top of the Chestnut ridge, 14 miles.

³²¹ Based on page 105 of the June 1936 issue of the "Western Pennsylvania Historical Magazine".

³²² This is in reference to the Whiskey Rebellion. Alexander Hamilton wrote a letter to George Washington from Cherry's Mill on November 3, 1794 that states: "I have returned to this place from Union Town. A letter from Governor Lee which goes with this probably informs you of the plan of future operations—but lest it should not I shall briefly state it. The right wing is to take a position with its left towards Budds ferry & its right toward Greensburgh. The left wing is to be posted between the Yocghagani & Monongalia."

³²³ Mrs. Woodrow's is not the "Woodruffs" that is illustrated on Reading Howell's map, because "Woodruffs" is south of Jacobs Creek, and Amos Strickland was living on the Cornelius Woodruff place at the time of Doctor Wellford's journey. Veech described Woodruff's as "Cornelius Woodruff's old place".

³²⁴ The "plank partitions" suggest that there was already a sawmill in the area, however the phrase may also refer to hewn planks.

Forks of the Yough

The “*forks of the Yough*” in the first quoted paragraph above is not the Turkeyfoot settlement in the vicinity of present-day Confluence. One can tell this because the 1792 Reading Howell map ([Figure 0001](#)) shows:

- Budd’s Ferry across the Youghiogheny River was in Westmoreland County, Pennsylvania.
- The location of Cherry’s Mill was well beyond the location where Wellford “*took a right hand road*”, and is identified with the name “*Cherrys*” and the traditional symbol for a water-powered mill. Wellford’s right-hand road would have been somewhere near the site of present-day Mount Pleasant.
- Jacobs Creek forms part of the border between Fayette and Westmoreland Counties.
- A Chestnut Ridge³²⁵ in Fayette and Westmoreland Counties (and also gives the name Chestnut Ridge to what is now known as Negro Mountain³²⁶). “*Amos Strickland’s, at the top of the Chestnut ridge*” was in Fayette County.

Clearly Doctor Wellford is referring to crossing the Youghiogheny River when he describes crossing the forks of the Yough at Budd’s ferry. Nevertheless, as soon as Doctor Wellford crossed the Monongahela River, he was in a region then commonly referred to as the “*Forks of the Yough*”. According to Glasgow’s 1888 book “**History of the Reformed Presbyterian Church in America**”, the “*Forks of the Yough*” was a name given to the land between the Monongahela and Youghiogheny rivers. In reference to the Monongahela congregation, Glasgow states:

The central point was the “forks of the Yough,” as the space between these two rivers, and for a considerable distance above their confluence, was denominated.

Glasgow’s statement is also supported by Toner’s 1893 book “**Journal of Colonel George Washington**”, which states:

The term “Forks of the Yough” was a common name applied by the early settlers to a large section of country lying between the forks of the Monongahela and Youghiogheny rivers.

Voorhis’ 1893 book “**The Old and New Monongahela**” also supports Glasgow’s interpretation, stating:

James Wall...together with his brother Walter, in 1766, emigrated from “Jersey” to the “Forks of the Yough,” as they then called it, afterwards known as the “Jersey Settlement,” now comprised within the portion of the county of Allegheny lying between the Youghiogheny and Monongahela rivers, in Pennsylvania...

Budd’s Ferry

An article titled “*Budd’s Ferry and the Budd Family*” in the 1882 book “**History of Westmoreland County**” mentions the forks. It states:

The Budd estate, just south of West Newton, on the Youghiogheny River, and in Rostraver township, has been in the possession of the Budd family for over a century. John F. Budd, the late

³²⁵ The 1817 Melish-Whiteside map of Fayette County ([Figure 0018](#)) also shows “*Chestnut Ridge*”.

³²⁶ Page 619, Volume II, of the 1906 book “**History of Bedford and Somerset Counties...**” indicates that “*Chestnut Ridge*” was the former name of Negro Mountain. Page 559 of the same book gives the story of the naming of Negro Mountain. The June 12-13, 1776 survey of John Shee (Book A-11, Page 94) mentions “*a Glade in the Chestnut Ridge or Negroe Mountain Known by the Name of the Negroe Glade in Turkey Foot Township Bedford County*”.

owner, came into possession after the death of his father, Benjamin Budd. Joseph Budd, Sr., with his two brothers, Conklin and Joshua, came from Somerset County, N. J., before the Revolutionary war and settled here. Conklin only remained a short time, and went else-where to seek his fortune, but Joseph and Joshua became large owners of lands at the ferry owned by them and named in their honor, and also in the "Forks."³²⁷ Joshua, who became a major, married Miss Betsey Fitch, kept store, tavern, and dealt largely in all kinds of stock and in lands. He laid out Mount Vernon, on the plateau west of the ferry, and intended to make of it a great town. Although he sold several lots, and a few houses were erected, the town really existed only on paper. He had two sons, Daniel and Joshua, Jr. The latter married Charity Sparks, of Washington County, and died in New Orleans, where he was on a trip with his boats loaded with produce and provisions. His widow married John Cooper, a tanner, of Robbstown (West Newtown), who sold out his tannery there to Mr. Fulton, and went to Williamsport, and there established a tannery. Dying there his widow married John Smouse, who kept the "Valley Inn," three miles west of Monongahela City. Joseph Budd married and had seven children. Of these Amy was married to John Sutton, Rebecca to William Walsh, Betsey to Benjamin Stewart, of Rostraver township, Rachel to Isaac McLaughlin, Esther to Robert Armstrong, of Wayne County, Ohio, and Joseph, Jr., to Miss Stewart, of Rostraver. The other child, Benjamin, married Miss Nellie Finley, and inherited the large homestead estate at the ferry.

Joseph Budd, Sr., donated the ground for the Salem Baptist Church and for the cemetery thereto attached. He assisted Nathaniel Hayden, David Davis, and others in erecting the church edifice in 1792. The Budds came to the Youghiogheny River before the Indians were all gone, and when the only settlement between Gen. Simrall's ferry (West Newton) and their ferry was one solitary cabin. All emigration to the West, which a few years after their settlement had become very large, had to pass over either Budd's or Simrall's ferry, or else there take flat-boat. Some strangers from the East came and occupied a cabin near the ferry; They were rather prepossessing in manners, and agreeable in their intercourse with the settlers, but seemed to have no business other than fishing and hunting. After the death of Woods, one of their number, they all immediately left. After their departure there were found secreted on and in the premises vacated by them all manner of apparatus for counterfeiting, and it turned out these people who had their rendezvous here were the greatest band of counterfeiters in the country, who had fled from New York to escape the officers, and here in the mountains of a new settlement pursue their schemes unmolested. On the Budd estate are some remains of the ancient mound-builders, which are among the largest and best preserved in the State.

Before turning right onto the Turkey Foot Road, Wellford was on the Glade Road

Cherry's Mill³²⁸ was at the present-day location of Laurelville along Route 31 (the successor to the Glade Road). Before turning onto the Turkey Foot Road, Wellford was traveling from Budd's Ferry

³²⁷ For two of the properties along the Youghiogheny River that were owned by Joshua Budd, see Survey Book W, pages 2 and 3.

³²⁸ Page 494 of Ellis' 1882 book "**History of Fayette County, Pennsylvania**" states: "Several miles above is the oldest water-power on Jacob's Creek within Bullskin. It was improved by Ralph Cherry in the time of the Revolution, and had a wide reputation, although but a rude mill. The Cherry interests became the property of John Lobengier, about the beginning of the present century, and the stone mill now standing in Westmoreland County was built by him about eighty years ago, Thomas Hoke performing the mason-work. Subsequently the mill was owned by Jacob Lobengier and his son Jacob, but is at present the property of Peter Keim's heirs." Page 487 states: "Ralph Cherry lived on Jacob's Creek, and owned mills which are yet known as Lobengier's, one of the owners after Cherry." Page 171 of George D. Albert's 1882 book "**History of the county of Westmoreland, Pennsylvania**" states: "Among the other mills within our own county or

on the Glade Road (Chapter 38). Cherry's mill was replaced by or became Lobingier's mill,³²⁹ circa 1801 to 1804, which is identified on the 1817 Melish-Whiteside map of Fayette County. **S**

[Figure 0685](#) is a marked up section of the 1817 Melish-Whiteside map. It demonstrates that the north-south road from Greensburg that passes by "Mason's" (Meason's) on the Reading Howell map ([Figure 0381](#)) is the great road leading through Connellsville to Uniontown that included the 1801 chain bridge, and is not the Turkey Foot Road. As will be explained in Chapter 34, west of Chestnut Ridge, the Turkey Foot Road cut generally northwest, and crossed Jacobs Creek about a mile below (west of) the chain bridge. No map has been found that shows this portion of the route.

Amos Strickland lived on the Cornelius Woodruff property

Doctor Wellford mentions arriving at Amos Strickland's on the evening of November 24, 1794. Amos Strickland lived on the 228¾-acre Cornelius Woodruff property that is shown on the W.P.A. map of the northern part of Springfield Township, Fayette County ([Figure 0561](#)). This is proven by an 1818 deed for 228 acres Isaac Parker bought from Thomas Herbert. The deed states:

...it being the same tract of land which the Commonwealth of Pennsylvania by patent under the great seal and dated 28th November 1789 did grant unto Cornelius Woodruff who together with his wife Mary by Indenture dated the 28th day of August 1791 conveyed the same to Joab Woodruff who together with his wife Sabia did by Indenture dated the 8th day of September 1794 convey the same to Amos Strickland by whom the same was Mortgaged on the 17 day of September 1794 to said Joab Woodruff in order to secure the payment of these hundred and twelve pounds ten shillings and on failure whereof the premises were seized taken in execution and sold by Abraham Stewart High Sheriff to said Joab Woodruff he being the highest and best bidder Whereupon the said Joab Woodruff and Sabia his wife did by Indenture dated the 7 day of May 1804 convey the said Tract to James Patterson who together with his Wife Sarah by Indenture dated the 9th day of September 1810 convey the same to Thomas Herbert party to these presents...

Chapter 34 locates Cornelius Woodruff's property (Figures [0728](#), [0747](#)) at the intersection of present-day Gas Well Road and Cavanaugh Road (Latitude 40.029027°, Longitude -79.45673°). The adjacent Zachariah Connell survey ([Figure 0391](#)) identifies the Woodruff property as belonging to Joab Woodruff in 1799.

John Badollet's May 8, 1794 journal entry mentions breakfasting at Woodruff's enroute to Beesontown (Uniontown). At Woodruff's, he experienced "*the most detestable coffee that can be drunk...*".

Wellford's journey from Strickland's to Turkeyfoot

The next paragraph of Doctor Wellford's 1794 travel journal covers his trip from Strickland's at the top of Chestnut Ridge to the present-day location of Ursina, in the Turkeyfoot region. It states:

immediately near were Cherry's mill, afterwards Lobingier's, on Jacobs Creek." Page 559 states: "Laurelville, situated on Jacobs Creek, on the Somerset and Mount Pleasant turnpike, and near the western base of the Chestnut Ridge, was in the "good old times" a stopping-place for the traveler on that highway. A public house of entertainment had been kept here from very early times, and here was the old homestead of the Lobingier family... . Jacob A. Lobingier ... resides here, and here he has been engaged his lifetime in industrial or mercantile pursuits. ... The tannery which Mr. Lobingier operated for many years is now under the control of his son, Mr. John Lobingier. There is here also a grist- and saw-mill, and a general merchandise store, run by Keim Brothers."

³²⁹ John Lobingier built a stone house near the mill site in 1797 that still stands. This handsome house ([Figure 0908](#)) is located at Latitude 40.143341°, Longitude -79.487479°. According to the yard man Mr. Dietle spoke with at the house in 2013, there is a mill related object stored in the barn.

Tuesday, 25th. At 1/2 past 7 left Stricklands, & at the end of 4 miles forded Indian Creek, 7 miles from there breakfasted upon broiled venison at Mariaty's, from thence rode to the North fork of the Yough, 9 miles, making 20 miles to Anthony Reemes, a Dutchman. Snow this day, cold continues. From Fort Pitt 38, 14, 20, 72.

This passage indicates that Wellford was riding, rather than walking. The 1817 Melish-Whiteside map of Fayette County shows that “*Indian Creek*” is located in Fayette County. On present-day roads, it is 4.3 miles from the driveway on the Cornelius Woodruff property to Mill Run Reservoir on Indian Creek, using the most direct route.³³⁰ This is very close to Wellford’s stated four-mile distance, which provides credence to his various mileage statements.

Looking for Mariaty’s place

A place that is located seven miles south of Indian Creek would be located approximately at Latitude 39.905029°, Longitude -79.405022°, on Laurel Hill, where Maple Summit Road meets Jersey Hollow Road. Several farms near there are candidates to be the Mariaty place, as shown by [Figure 0671](#).

A man named Francis Moriarty transferred 400 acres to Abraham Stauffer in what was then Bullskin Township on March 1, 1796. The deed, which is included on pages 792 to 793 of Fayette County Deed Book C-2, mentions Jacob Miner as having adjoining property. Ellis’ 1882 book “**History of Fayette County, Pennsylvania**” identifies the location of Miner’s farm, stating: “*On the Fulton farm Jacob Miner settled about 1791. ... Twenty years after his settlement he died, and was buried in what is now the Baptist graveyard at Mill Run.*” The Fulton farm is the horseshoe-shaped tract shown on [Figure 0559](#), which was warranted to James Nob on January 30, 1794, and patented by James Fulton on May 12, 1837. A Fulton was still living there in 1858, as shown by [Figure 0695](#).

William Aar’s May 16, 1796 survey³³¹ is the only 400-acre tract adjoining the Fulton farm, and therefore may be a candidate to be the 400-acre tract Francis Moriarty transferred to Abraham Stauffer on March 1, 1796. Aar’s survey ([Figure 0570](#), Book C-4, Page 35) identifies Jacob Minor (Miner) living on the James Nob property, and shows Francis Marietta (presumably a miss-spelling of Moriarty) living on the 367½-acre property John Nob warranted on January 30, 1794. As can be seen on [Figure 0707](#), this puts Francis Marietta’s property at the location where Maple Summit Road meets Jersey Hollow Road. A house was located at the intersection in 1858 and 1922, as shown by [Figure 0695](#), and a house is still located there today. The John Nob property adjoins both the William Aar and the James Nob properties, and overlaps the October 7, 1794 William Burgass survey ([Figure 0566](#)), as shown by dashed lines on the W.P.A. township map of [Figure 0559](#).

Information from 1798 adds a slight amount of uncertainty to the issue of where Wellford’s host Mariaty was living in 1794. In 1798, Jacob Miner was living on a 400-acre property on Laurel Hill that was owned by John Moriarty. Was John Moriarty’s property the 400-acre Aar tract? Only a thorough deed search could add clarity. If it was the Aar property, then that property is only a few yards from the location where Maple Summit Road meets Jersey Hollow Road, as shown by [Figure 0707](#).

³³⁰ The most direct route from the Woodruff survey to Indian Creek at Mill Run Reservoir is Gas Well Road, Fairview/Brade Brooks Road, George Prinkey Road, Springtown Pike/Route 711, and Mill Run Road/Route 381.

³³¹ William Aar’s survey was patented by James Piper in 1835.

Surveyor John Badollet's November 23, 1793 journal entry mentions staying overnight at "Moriarty's", which he locates as being on Laurel Hill. He describes Moriarty's family as impoverished, lacking sufficient clothing, and living in a meagerly furnished house in a wild region. Badollet also breakfasted at Moriarty's on May 3, 1794, and after exploring all day, returned again in the evening. He also stopped at Moriarty's on the evening of May 7, 1794, after another day of exploration. His May 5th and 6th journal entries describe laying out a survey for a road from Moriarty's to Ohiopyle falls. Such a road exists—Maple Summit Road—but whether it is the road laid out by Badollet is unknown. Maple Summit Road appears in the 1872 Fayette County atlas, but does not appear on Barker's 1858 county map or Barnes' 1865 county map.

Identifying Mr. Reemes

The "North Branch" of the "Yoxhiogeni River" is marked on the 1792 Reading Howell map ([Figure 0001](#)). After the "North fork of the Yough", Doctor Wellford was recording the trip from the Turkeyfoot region to Cumberland. Mr. Reemes must have resided in the Turkeyfoot region.

On the 1796 tax list in the Lower Turkey Foot Township chapter of the 1884 book "**History of Bedford, Somerset and Fulton Counties...**", the only individuals named Ream are Andrew, Tobias, and David. Page 560 of the same book reports that Andrew Ream³³² was an early settler in the Turkeyfoot region, stating:

Andrew Ream (the name was originally spelled Rihm) is believed to have come to the Turkey-Foot region in 1763. He was born in 1737, and died in 1818. His farm was the land on which the town of Ursina now is.³³³ Samuel, the last survivor of the family, died several years ago. The grandfather of Andrew Ream came to Philadelphia with William Penn in 1663, and built fourteen houses in the town.

Ursina is on Laurel Hill Creek, which was identified as "North Branch or Laurel Hill Creek" on the 1792 Reading Howell map ([Figure 0001](#)). The 1939 W.P.A. map of early surveys ([Figure 0295](#)) shows "Otho Ream in Rt of Benjamin Pursel" at the eventual site of Ursina. The 1786 survey of Benjamin Pursel (Book C-172, Page 74, [Figure 0519](#)) states that the property is "Situated on the north fork of Turkey-Foot (a branch of Youghiogeni River so Called) and on the Turkey-foot Road..."³³⁴. In the 1772 assessment for 1773 taxes, Benjamin Pursley (Pursel)³³⁵ is listed as owning 100 acres, with 12 acres cleared. He was in the area long before George Morgan had the 1779 road cut to Fort Pitt. Pursel's early farm at Ursina is another bit of evidence supporting the existence of a path that preceeded the Turkey Foot Road.

³³² Andrew Ream is buried at the Ream Cemetery, which is located at Latitude 39.812123°, Longitude -79.336862°, directly along the bank of Laurel Hill Creek. A modern marker ([Figure 0909](#)) indicates that he was born on July 4, 1737 and died on May 11, 1813. The entrance to the long lane back to the cemetery is located at Latitude 39.813627°, Longitude -79.333351°, at the intersection of Walnut Street and Weyand Avenue.

³³³ As shown by Figures [0295](#) and [0519](#), Ursina is on Benjamin Pursel's "Longbottom" survey, rather than Andrew Ream's survey. Andrew Ream owned the Benjamin Pursel property by 1796, as shown by [Figure 0417](#).

³³⁴ The adjacent 1785 survey of Benjamin Jennings, Junior (Book C-89, Page 243) does not show the Turkey Foot Road. Volume 2, page 239 of the 1906 book "**History of Bedford and Somerset Counties...**" states: "Benjamin Jennings, also from the Turkeyfoot region, and who was a son of the Benjamin Jennings named in Capt. Steele's list of the Turkeyfoot trespassing settlers of 1768, served in Capt. Kilgore's company of the 8th Regiment of the line. He is said to have been a man of great physical strength, and at the time of his death, which took place about 1845, had reached the age of 90 years; he was buried in the old graveyard at Ursina." See Chapter 39 herein for more information on Benjamin Jennings.

³³⁵ In the 1772 assessment for 1773 Brothersvalley Township taxes, the Pursel landowners are listed as Benjamin, Danes, and John Pursley. The next assessment was made after the formation of Turkeyfoot Township, and the Turkeyfoot assessment lists the Pursel landowners as Benjamin, Dennis, and John Purcell.

The 1939 W.P.A. map ([Figure 0295](#)) shows Andrew Ream's property ([Figure 0417](#)) wrapping around the south side of Otho's property. Andrew's property was surveyed in 1796 on a 1794 warrant, and was described as being "*Situate on the North Fork of Turkeyfoot*". That survey indicates that Andrew owned the Benjamin Pursel property by 1796. Andrew also had another property nearby on the "*little Crossings*" (Casselman River); see [Figure 0418](#).

Andrew Ream was located along what Doctor Wellford called the "*North fork*" of the "*Yoxhiogeni River*". The "*Anthony Reemes*" who is mentioned in Doctor Wellford's published journal was probably Andrew Ream. Not having access to the handwritten journal, one cannot judge whether the name was originally handwritten as "*Anthony*" or "*Andrew*". However, it seems likely that Doctor Wellford knew the correct first name, and this minor mistake was made 108 years later during publication.

Doctor Wellford estimated the distance from Indian Creek to Reemes' as 16 miles. This is a close estimate, and one may wonder if he based it on Reading Howell's 1792 map. It is 15 miles from Mill Run Reservoir to Laurel Hill Creek at Ursina, using present-day roads, some of which have now been proven to be the modern version of the Turkey Foot Road.

A contemporaneous depiction of the route

Taking the preceding material into consideration, the route of the Turkey Foot Road that Doctor Wellford traveled can be ascertained on the 1792 Reading Howell map. [Figure 0381](#) is a copy of that map that has been marked up to identify the route that Doctor Wellford describes. West of Turkeyfoot, the path traveled by Wellford is clearly much different from **the route of the trader's path on the Fry and Jefferson map**; see [Figure 0010](#) for comparison.

The journey from Reemes to Ingles

The next paragraph of Doctor Wellford's journal covers the November 26 trip from the present-day location of Ursina to Salisbury. It states:

Wednesday, 26th. After sleeping in the Dutchmans kitchen We rode to Grundy's, 14 miles, to breakfast, & afterwards to Michael Ingles, 5 miles, making 19 miles this day.

The Joseph Gundy properties

The shortest present-day route between Ursina and Salisbury is approximately 19.3 miles³³⁶, compared to Doctor Wellford's stated 19 miles. Analysis of the 1939 W.P.A. map of early Elk Lick Township surveys ([Figure 0293](#)) indicates there were two Joseph Gundy properties in the area where Davis Road and the Sandflat School Road intersect State Route 2002. One was warranted in 1793, and the other in 1801. These properties are about five miles west of the Michael Engles property.

In the 1783 Federal Supply Tax List of Brothersvalley Township, Joseph Gundy is listed with 100 acres and Mathias Gundy is listed with 300 acres. In the Brothersvalley Assessment list for 1784, Joseph Grundy is listed with six people in his household, and Mathias is listed with two. According to page 547 of the 1884 book "**History of Bedford, Somerset and Fulton Counties...**", the tax list of 1796 for Elk Lick Township listed only one Gundy as a resident taxable, and that was Joseph Gundy.

³³⁶ The distance was estimated using mapping software, and was based on Savage Road/State Route 2002.

Michael Engle was located very near present-day Salisbury

According to a 1939 W.P.A. map of early Elk Lick Township surveys ([Figure 0307](#)), Michael Engle was located next to his brother Clement, just east of the location of present-day Salisbury, Pennsylvania at the time of Doctor Wellford's trip. According to the February 1984 issue of the "**Laurel Messenger**", both Clement and Michael "*Angle*" were assessed in Elk Lick Township in 1796.

Church records also help to locate Michael Engle

According to a 1996 issue of the "**Laurel Messenger**", the parish register of St. John's Reformed Church³³⁷ in Salisbury lists the baptism of one of Michael's children in 1794. Although the church building in Salisbury was not built until 1809, services were being held about a mile east of town at Solomon Glotfelty's³³⁸ house in 1789, according to the 1940 book "**Pastors and People of Somerset Classis**". As shown by [Figure 0307](#), Simon Glotfelty's properties were located next to Clement Engle's. According to the February 1962 issue of the "**Laurel Messenger**", "*As early as 1789 Lutheran and Reformed families held religious services in the Engle, Durst, and Glotfelty homes.*" The May 1973 issue indicates that services were being held at the homes of Solomon Glotfelty (Gladenfelter)³³⁹ and Clement Engle after 1795.

The 1792 Reading Howell map has a significant error near Salisbury

The 1792 Reading Howell map shows a stream labeled Meadow Run entering the "*Little Yoxhiogeni*" (today's Casselman River) at a distinctive river bend that is located east of Boynton ([Figure 0282](#)). Today's Meadow Run actually enters the Casselman River at Salisbury, but whether it had that name in 1792 is unknown. Nevertheless, today's maps show no major stream of any kind entering the Casselman River at the distinctive river bend that is located east of Boynton.

The region was apparently still so wild in 1792 that the Reading Howell map does not illustrate the manner in which the "*Little Yoxhiogeni*" swings in a northerly loop, and connects with the

³³⁷ Page 551 of the 1884 book "**History of Bedford, Somerset and Fulton Counties...**" gives a brief history of Saint John's Reformed Church. Also see Volume 2, pages 478 to 480 of the 1906 book "**History of Bedford and Somerset Counties...**".

³³⁸ Brief histories of the Glotfelty family are included in the November 1960 and August 1970 issues of the "**Laurel Messenger**" and Dull's 1996 book "**Early Families of Somerset and Fayette Counties Pennsylvania**". According to the 1884 book "**History of Bedford, Somerset and Fulton Counties...**", "*Solomon Glotfelty, a native of Germany, settled one mile east of Salisbury in 1775, and followed farming and blacksmithing until his death.*" Solomon Gladfield appears in the list of 1779 Brothersvalley Township property holders with 50 acres. A letter from Glotfelty descendent Doctor Ezra C. Saylor, who died in 1954, recites what his mother Ellen (Glotfelty) Saylor told him: "*I distinctly remember her saying that when the Glotfelty came into what is now Ellick Twp., Bedford Co, Pa. (Now Somerset Co.) and settled on a track of several hundred acres, about one mile from the town of Salisbury, they lived under a spruce tree near a spring, until they had time to build a house, and they could hear the wolves howl frequently, during the night.*" According to the February 1962 issue of the "**Laurel Messenger**", Solomon Glotfelty had a blacksmith shop in the vicinity of Salisbury in 1775. The history of the Glotfelty family is also provided in Volume III, pages 264 to 266 of the 1906 book "**History of Bedford and Somerset Counties...**". According to the white paper titled "*Historical Profile of Somerset County*", which is published by the Pennsylvania Department of Conservation and Natural resources, Solomon Glotfelty sent a boy with a horse to pack coal in for his blacksmith shop from the Phillip Hare farm that straddled the Mason Dixon line. (This story may be based on the 1896 book "**Brown's Miscellaneous Writings**".) The 1940 book "**Pastors and People of Somerset Classis**" tells the story of Solomon being cut off in the will of his father because he failed to give his father the money he earned for a blacksmithing apprenticeship in York County, Pennsylvania while still a minor. The book indicates that Solomon was a leader in the Reformed congregation at Salisbury, and also indicates that worship was held in the Solomon Glotfelty and Clement Engle homes prior to the construction of the union church building in 1809.

³³⁹ According to Volume LI of the "**Casselman Chronicle**", 2011 Number 2, the kitchen portion of the Solomon Glotfelty house was relocated to Penn Alps in 1972.

Youghiogheny River at Turkeyfoot. It would be no surprise if there are a few mistakes on the 1792 Reading Howell map; the Casselman River crossing is one such mistake.

The 1792 map shows the Turkey Foot Road crossing the phantom Meadow Run east of the present-day location of Boynton, and then shows the road to cross the Casselman River **THREE** times in short order. The only place those three crossings could have occurred would have been at the present-day location of Boynton, and immediately west from there. That just does not seem to make sense. While a 1939 USDA aerial photo ([Figure 0281](#)) does appear to show some old fording sites across the Casselman River at Boynton, it seems passing strange that anyone would intentionally cause a primitive through road to ford the same river three times in short order.

Doctor Wellford's travel journal establishes that in 1794 the Turkey Foot Road came close enough to Michael Engle's residence that Welford slept there overnight. Michael Engle had³⁴⁰ property just east of the present-day location of Salisbury. This fact, along with the illogic of quickly re-crossing the same river three times, and Salisbury area property surveys, indicate that the Casselman river crossing is in error on the 1792 Reading Howell map.

The history book "**West From Fort Bridger, The Pioneering of Immigrant Trails Across Utah, 1846-1850**", notes that its co-author J. Roderic Korns³⁴¹ research philosophy was that a traveler's remarks in a diary should be given credence unless the remarks can be proven wrong. Doctor Wellford would have had no known reason to falsify having stayed at Michael Engle's overnight. Unless someone can demonstrate that Michael Engle lived at Boynton in 1794, it appears reasonable to believe that Michael Engle lived on his property (see [Figure 0307](#)) just east of the present-day location of Salisbury, in the area where one of his children was baptized that year. In addition to Wellford's journal, period surveys presented in Chapter 14, such as the 1807 Abraham Peachy survey ([Figure 0363](#)), help to prove the Turkey Foot Road did not go through Boynton. The Salisbury area mistake on the 1792 Reading Howell map is corrected on the 1811 version ([Figure 0020](#)).

Salisbury was laid out in the year of Doctor Wellford's trip

Page 550 of the 1884 book "**History of Bedford, Somerset and Fulton Counties...**" indicates that the town of Salisbury was laid out in 1794, stating:

The town of Salisbury was laid out by Joseph Markley in 1794. Douglas Baker was the surveyor³⁴². The first house was built by Peter Shirer and Martin Weimer³⁴³. About 1814, Peter

³⁴⁰ We have not established a date for Michael Engle's acquisition of the property. It may not be possible to establish accurately because it appears that he purchased a portion of his brother Clement's property.

³⁴¹ Mr. Dietle is a distant cousin of the late J. Roderic Korns, and corresponded with Rod's son Bill for a number of years. The subject of his father's book never came up. After about 10 years, Mr. Dietle finally figured out that Bill was the well-known Billy Korns, a golfer of legendary regional status, who won the Utah State Amateur Golf Championship six times.

³⁴² For a 1959 copy of Douglas Baker's town survey, see [Figure 0531](#).

³⁴³ Martin Weimer is an ancestor of both Mr. Dietle and editor Nancy E. Thoerig. Nancy is related through her mother's grandmother Elizabeth Rose Breig, who is Martin Weimer's great-great-granddaughter. Mr. Dietle is related through Clement Engle's marriage to Martin Weimer's daughter Margaretta Weimer. Their daughter Susanna married Mr. Dietle's ancestor Jacob Deal. In a chapter about Elk Lick Township, Volume 2, page 680 of Welfley's 1906 book **History of Bedford and Somerset Counties...** states: "*The first settler in the township that the writer can learn of was Martin Weimer (the writer's great-grandfather), who about 1785 settled on a tract of land on a small branch of Pine run, that in 1890 was known as the Delos Thomas farm. For some reason or other Weimer left this place in a year or two.*" For more on the Weimer family, see Robert E. Weimer's 1983 book "**The Weimer Family of Somerset Co., PA**", the November 1972 issue of the "**Laurel Messenger**" and Dull's 1996 book "**Early Families of Somerset and Fayette Counties Pennsylvania**".

Shirer and Peter Welfley bought fifty acres of land and laid out an addition to the Markley plat. All that part of the town lying north of the middle alley on the Markley plat belongs to this addition. About 1850 John Smith bought land of the Shirer heirs, and laid out an addition on the west end of Union street. This addition was for many years known as Jerusalem. In 1870 J.W. and A. P. Beachy laid out an addition to the south of the Markley survey, and upon it a number of buildings have since been erected.

Peter Shirer kept the first store in the place on the lot now owned by Michael Hay, Esq.

The first pottery in the southern part of the county was established at Salisbury, by Peter Welfley.

The first hotel was kept by John Welsh, prior to 1800. Adam Glotfelty was the first blacksmith.

Salisbury grew but little until after the railroad was built. It was incorporated as a borough in 1862. In 1870 its population was only two hundred and ninety-one. In 1883 the estimated population of the borough was eight hundred. The business of the place is represented by the following summary: Five general stores, one drugstore, one hardware-store, one shoestore, two harness shops, one tinshop, one foundry, one gunsmith, one planning-mill, two livery-stables, three hotels. Salisbury also supports a grade school, three churches and two physicians.

The first and only bank in this town was started in 1871, by Silas C. Keim and Jacob D. Livengood, under the firm name Keim & Livengood. The business was closed up in 1878.

The journey from Ingles to Cumberland

The next paragraph of Doctor Wellford's journal covers the trip eastward from the present-day location of Salisbury, Pennsylvania to Cumberland, Maryland. It states:

Thursday, 27th. Left Ingles & crossed the last of the Western Waters, & then ascended the Savage Mtn, went forward to the Alleghany, cros't the back bone on this Turkey foot road, & breakfasted at Logsdon's, 14 miles, from thence proceeded to Cumberland, 9 miles, crossed Ye Eastern waters on uppermost branch of Potowmac, this day passed thro' a Vale a few miles from Cumberland called the narrows of Mill's (sic) Creek, here a view of a stupendous Mt'n, varied at every step, possessing grandeur, sublimity of object, & everything great to attract the atten'n of those who delight in natural curiosities. 25 miles. Immediately on descending the Eastern side of the Alleghany, discovered the snow leaving us, & on arriving at the foot of the Mountains no snow to be seen, & the weather warmer by several degrees. Dined at Beatty's Tavern in Cumberland, & slept at Capt. Beall's.

Commentary on the backbone

Doctor Wellford indicates that it was 14 miles from Michael Ingles to Logsdon's. One can deduce that Logsdon's was near present-day Mount Savage, Maryland, which is 14.5 miles from Engles Mill using the shortest route on back country roads³⁴⁴.

³⁴⁴ The 14.5-mile distance over the shortest present-day route was estimated using mapping software. The route generated by the software follows the valley of Piney Run, and passes through Finzel, Maryland. While the valley of Piney Run is shown on the 1818 Melish-Whiteside map of Somerset County, the map also clearly shows that the Turkey Foot Road crossed the Allegheny Mountain, and did not follow the valley. By visual estimate, the route across the mountain would be about the same distance as the existing route through the valley. In other words, the route marked "to Cumberland" on the Melish-Whiteside map would probably be about 14 miles; the distance stated by Doctor Wellford.

Doctor Wellford mentions that he “...crossed the last of the Western Waters, & then ascended the Savage Mtn, went forward to the Alleghany, cros’t the back bone on this Turkey foot road, & breakfasted at Logsdon’s...”. His first “backbone” comment is on page 10 of the magazine in which the journal was published ([Appendix 0031](#)), and refers to crossing Meadow Mountain³⁴⁵ on Braddock’s road while traveling west during the initial, outbound part of his journey.

Meadow Mountain aligns with Allegheny Mountain. The two mountains are separated by the Greenville Gap, near Salisbury, Pennsylvania. South of the Deep Creek water gap, the same ridgeline is named Backbone Mountain. Savage Mountain apparently was also referred to as the backbone. Edward Mathews’ 1906 book “**The Counties of Maryland**” mentions “the summit of Big Back Bone, or Savage Mountain”.

The Savage Mountain that Doctor Wellford refers to is still called Savage Mountain today, and is located just west of the present-day town of Mount Savage, Maryland. In Pennsylvania, the Savage Mountain forms the border between Somerset County’s Greenville and Southampton Townships. Doctor Wellford got his mountains mixed up. Allegheny Mountain lies to the west of Savage Mountain, and Little Allegheny Mountain lies to the east of Savage Mountain. Doctor Wellford crossed the Allegheny Mountain just east of present-day Salisbury. The reason Doctor Wellford got the mountains mixed up may have been because the Savage Mountain crossing seemed more formidable; i.e., the “backbone of America”.

The Allegheny Mountain crossing

We initially had trouble finding where the Turkey Foot Road crossed the Allegheny Mountain, because the old topographical maps show no such road. The route over the mountain is presented in Chapters 14 and 15, using 1873 and 1876 maps that show a road crossing north of the Big Piney Run valley. The road on those maps makes the same stream crossing west of the mountain ridge that is shown on the 1818 Melish-Whiteside map of Somerset County ([Figure 0083](#)) and its 1830 derivative ([Figure 0784](#)), while avoiding other streams the mapped road avoids. Parts of the route are still visible today.

The incontinent Continental Divide

The phrase “crossed the last of the Western Waters” means that Doctor Wellford crossed the last waterway that drains toward the Mississippi River.

There is a sign ([Figure 0259](#)) on the modern-day Highlands Trail that announces the location of the Eastern Continental Divide. The sign is on an underpass of the McKenzie Hollow Road at Latitude 39.75335°, Longitude -78.915975°, about one mile from the village of Deal. According to the location of the sign, Savage Mountain defines the Eastern Continental Divide. The sign is wrong.

The Eastern Continental Divide is actually quite complex, and cannot be defined by any one single ridge. Savage Mountain is in fact cut by a water gap that drains to the east, but the gap is distant from the Turkey Foot Road. The Turkey Foot Road crosses Laurel Run on the west side of Savage Mountain. Laurel Run begins in Maryland not far from Sampson Rock, is located west of the

³⁴⁵ In Maryland, Meadow Mountain was known as the backbone. See page 361 of Meshach Browning’s 1859 book “**Forty-four years of the life of a hunter**”, which states: “This delightful valley lies between the great Back-Bone Mountain and the western hills of the Youghiogheny River, and covers an area of ten or twelve miles. This mountain commences at the Savage River, one of the tributaries of the Potomac, and runs from north-east to south-west... All the waters on the eastern side of this mountain fall into the Potomac, and all those on the western side into the Youghiogheny, which empties into the Ohio River.” The drainage description fits Meadow Mountain near the state line.

Continental Divide sign, and yet is part of the Potomac Watershed ([Figure 0458](#)). Laurel Run flows into Wills Creek, which cuts through Savage Mountain, and continues to the Potomac River. The Potomac River flows into the Chesapeake Bay. Since both the eastern and western slopes of Savage Mountain drain into the Chesapeake Bay, the sign is wrong—Savage Mountain is not the Continental Divide. However, once Doctor Wellford crossed Savage Mountain, he had indeed “crossed the last of the Western Waters”.

The Allegheny Mountain to Barrelville trip

Refer to Chapters 16, 17, and 21 to 23 herein to study the general route that Doctor Wellford traveled from the Allegheny Mountain to Barrelville. Those chapters provide detailed route information using early surveys, map analysis, aerial photos, and local traditions.

The route of the Turkey Foot Road in the Mount Savage area, from Savage Mountain down to present-day Barrelville, has been a particularly difficult problem to solve. We are pleased to report that a significant portion of the route that existed in 1804 has been proven using road surveys that match present-day roads and identifiable abandoned roads; see Chapter 17. A plausible theory regarding the pre-1804 route from Blank Road to Barrelville is presented in Chapter 23.

Breakfast at Logsdon's

Analysis³⁴⁶ suggests that Doctor Wellford most likely had his breakfast at William Logsdon's, at Deakins Survey lot 3371 or 3372, generally north of where present-day Mount Savage, Maryland is located. To reiterate, Doctor Wellford wrote the following about a part of his trip along the Turkey Foot Road:

“Thursday, 27th. Left Ingles & crossed the last of the Western Waters, & then ascended the Savage Mtn, went forward to the Alleghany, cros't the back bone on this Turkey foot road, & breakfasted at Logsdon's, 14 miles, from thence proceeded to Cumberland, 9 miles...”

[Figure 0024](#) identifies the Logsdon lots from the 1787 Veatch map of lots from Deakins' survey. [Figure 0025](#) is an overlay of the Veatch map that identifies where lots 3371 and 3372 were located relative to present-day roads.³⁴⁷ [Figure 0026](#) is a high resolution image of the northeast corner of the Veatch map. [Figure 0414](#) is an 1874 map that also shows many lot locations.

At the time of Deakins' survey, William Logsdon had lots 3371, 3372, 3381, and 3382. Ralph Logsdon³⁴⁸ had lot 3359, and Elisha Logsdon had lots 3377, 3384, and 3385. Based on the maps of Figures 0024, 0025, and 0026, and based on proven portions of the 1804 route of the Turkey Foot Road that are described in other chapters, it is clear that both William and Elisha Logsdon would have resided near the Turkey Foot Road.

³⁴⁶ On the Maryland inventory of historic properties, the AL-V-A-222 property is identified as a Logsdon property that was partially on lot 3365. According to Deakins' list, Gabriel McKinsy (Mckenzie) had lot number 3365 at the time of the 1787 Deakins survey. We do not know when ownership transferred to a Logsdon. The earliest Logsdon mention we have seen so far for lot 3365 is the year 1896. Peter Mayors owned the lot after Gabriel McKinsy.

³⁴⁷ Some of the critical points controlling the overlay alignment are: 1) the state line; 2) the Mason-Dixon mile markers; 3) Bald Knob Road following the edge of lot 3366; 4) Bear Camp Lane along the northern edge of the Bear Camp tract; 5) lot 3358; 6) the Level Ridge tract; 7) the tract alignment in the upper left-hand corner of the map. The figure took a good many hours to produce using high-end engineering and graphics software, and a heavy-duty engineering workstation.

³⁴⁸ An old tombstone at the Saint Ignatius Cemetery above Mount Savage marks the burial of a Raphael Logsdon who died on May 23, 1839 at the age of 67 years ([Figure 0156](#)). If the age is recorded correctly, that Ralph Logsdon would have been about age 15 or 16 at the time of Deakins' 1787 survey. In the 1938 book “**The Magers-Logsdon Families in America**”, Mary F. (Magers) DeVault wrote “*Raphael/Ralph Logsdon and Margaret Arnold were married at Mt. Savage in 1795.*” Presumably, she meant the vicinity of present-day Mount Savage area, rather than the actual town.

William Logsdon's lots 3371 and 3372 are close to nine miles from Cumberland³⁴⁹, and his lots 3381 and 3382 are about seven miles from Cumberland. All are near, but not on, the proven 1804 route of the Turkey Foot Road that is described in Chapter 17. Unless it can be proven that lots 3371 and 3372 were sold to someone else before Doctor Wellford's 1794 visit, it is reasonable to suspect that he had his breakfast with the Logsdons at or near lots 3371 and 3372. The basis for this statement is simply that those are the Logsdon lots that are about nine miles from Cumberland. Wellford's journal suggests that a careful deed study of the Logsdon properties may identify a variation of the Turkey Foot Road that Wellford traveled in 1794. For example, the northwestern end of lot 3381 straddles the northern end of Woodcock Hollow Road, and an old road from Arnold's settlement did enter the valley near there in 1853, as described in Chapter 21.

Commentary on the trip from Logsdon's to Cumberland

For reasons described in Chapter 17, it is clear that the Turkey Foot Road passed through the Barrelville area circa 1804, and from there headed east along the valley of Jennings Run.

As shown by the topographical map of [Figure 0027](#), there are only two intelligent choices for getting a road past the mountain³⁵⁰ that is west of Cumberland. Those choices are the mountain gaps where present-day Routes 36 and 40 pass. It follows that the Turkey Foot Road also took the valley of Jennings Run at the time of Doctor Wellford's trip. This assessment is in agreement with page 165 of Wallace's 1965 book, which states:

From the Potomac River at the mouth of Wills Creek (the site of Fort Cumberland, from which Braddock's expedition moved against Fort Duquesne), the Turkeyfoot Path ran up the valley of Wills Creek to the mouth of Jennings Run at Corriganville. There it turned west and followed the run...

One thing to bear in mind when reading the above quote is that the National Road (and perhaps Corriganville³⁵¹) did not yet exist when Doctor Wellford took his trip in 1794. Wallace intentionally dispensed with phrases such as "*present-day*" when describing locations.

The corresponding "*For the Motorist*" section on page 166 of Wallace's book states:

The path can be followed fairly closely most of the way from Cumberland to Confluence. From Cumberland, Md., take U.S. 40 (the National Road) to Narrows Park in the outskirts of the city. Turn right on Md. 36. Follow 36 up Wills Creek to the mouth of Jennings Run at Corriganville. There turn left (west) and follow the run...

The present-day paths of Jennings Run and Maryland's Route 36 are different from what they were in the early 1900s, when at least part of the route was called the Legislative Road (Chapter 26). While it may never be proven, the Legislative Road probably followed much of the route of the old Turkey Foot Road.

³⁴⁹ To locate Logsdons', the logical place to start is to determine what is nine miles away from Cumberland following Route 36. The approximate distance from Cumberland to William Logsdon's lot 3371 was determined as follows: According to mapping software, Mount Savage is nine miles from Cumberland. Therefore, Logsdon's was probably north of present-day Mount Savage. Mr. McKenzie measured a seven-mile distance from Cumberland to Barrelville on his odometer. The Barrelville area is near lot 3381. It is roughly 2.75 miles from lot 3381 to lot 3371, as the crow flies.

³⁵⁰ The mountain that is west of Cumberland is called Piney Mountain south of Jennings Run, and is called Little Allegheny Mountain north of Jennings Run.

³⁵¹ The Maryland Historical Trust's Historic Sites Survey AL-V-B-089 dates the Corrigan brick tavern as mid-19th century.

The Reading Howell map

Because of the way the Turkey Foot Road is shown to cross Jennings Run twice above Cumberland on the 1792 Reading Howell map, one can be absolutely certain that east of the present-day town of Barrelville, the Turkey Foot Road followed the same valley as Route 36 (the present-day Mount Savage Road), and was mostly on the north side of Jennings Run.

Clearly, the Turkey Foot Road was in place at an early date, and helped to foster the significant mining and manufacturing industries³⁵² that eventually developed in and around the locations that became Mount Savage and Barrelville. Before the local railroad, the road would have been a critical link with Cumberland, and transportation connections eastward³⁵³. The modern version of the Turkey Foot Road (Route 36) serves the same purpose today.

An 1875 map

[Figure 0028](#) is a map of the route from Cumberland to Barrelville that existed in 1875. The old route is notably a bit different from the present-day (2010) path of Route 36, in that north of the Narrows, it follows Braddock Run for a short distance before heading north. Terrain dictates that the route was closer to Braddock Run than depicted. One would logically suppose that this 1875 route might have some fidelity to the old Turkey Foot Road. After all (as described in [Appendix 0069](#)), Salisbury resident Jack Pyle's father still knew the general route by that name in what would have been the second half of the 1800s or early 1900s.

Crossing ye eastern waters

Doctor Wellford mentions that during the nine-mile trip from Logsdon's to Cumberland, he "... *crossed Ye Eastern waters on uppermost branch of Potowmac...*". The phrase "*Eastern Waters*" means that he had already crossed the Eastern Continental Divide. It is not entirely clear what the phrase "*uppermost branch of Potowmac*" refers to. Taken as a whole, the phrase "... *crossed Ye Eastern waters on uppermost branch of Potowmac...*" seems to mean he crossed one or more of the tributaries of Wills Creek. In any case, he specifically indicates the waterway he crossed was north of the Narrows.

He would have used the ford across the North Branch of Jennings Run at Robert Parker's (see Chapter 17), where present-day Barrelville is located. He would also have used the ford over Jennings Run that is shown on the 1792 Reading Howell map, not far from the present-day location of Corriganville. He also would have forded Braddock Run.

The Narrows

To reiterate, Doctor Wellford wrote about:

³⁵² For example, James M. Swank's 1892 book "**History of the manufacture of iron in all ages**" states: "*The manufacture of heavy iron rails in this country was commenced early in 1844 at the Mount Savage rolling mill, in Alleghany county, Maryland, which was built in 1843 by the Maryland and New York Iron and Coal Company especially to roll these rails.*" The book goes on to say that the Franklin Institute awarded a silver medal in honor of the manufacture of the rails in October 1844. (A photo of a cross-section of a U-shaped Mount Savage iron rail is included in the 2001 edition of Robert B. Gordon's book "**American Iron 1607-1900**". For another example, the brick works at Mount Savage shipped bricks far and wide; Francis Bridges found a Mount Savage brick in Puerto Rico. Complete steam locomotives were even manufactured in Mount Savage.

³⁵³ One needs to be careful when reviewing early records in this area, because some of the references to a "*road*" actually refer to a railroad.

...a Vale a few miles from Cumberland called the narrows of Mill's (sic) Creek, here a view of a stupendous Mt'n, varied at every step, possessing grandeur, sublimity of object, & everything great to attract the atten'n of those who delight in natural curiosities.

Anyone who is familiar with the present-day route from Barrelville to Cumberland instantly understands that passage. It clearly describes the gorge in Wills Mountain just northwest of Cumberland that is still called “The Narrows” today. [Figure 0030](#) is a circa 1900 photo of the Narrows, and [Figure 0031](#) is a circa 1878 drawing. The “grandeur” part of the passage very obviously refers to the spectacular aspect of geology and woodlands and sheer natural beauty of this narrow water gap that features unusual rock outcroppings and the notable escarpment of Lover’s Leap ([Figure 0113](#)). [Figure 0950](#) is a photo of the narrows from Ridgeley West Virginia that was taken near the mispositioned³⁵⁴ Ohio Company storehouse historical marker ([Figure 0951](#)).

The ridge that Wills Creek bisects to create the Narrows in Cumberland, Maryland is a syncline, the remnant of an ancient valley that would have lain between towering mountains when the Appalachians were new eons ago. Wills Creek evidently crossed that valley; the flowing water helped to wear away the mountains, and it eroded a channel into the valley. Today, ages after the mountains are gone, we see only the valley – the sandstone capped syncline left behind, cut by Wills Creek into parts we name Wills Mountain and Haystack Mountain. On the west slope of Wills Mountain, along Wills Creek north of the Narrows, was Devil’s Backbone (sadly quarried away decades ago), shown in photographs to illustrate dramatically the vertical rise of rock strata that were tilted on end when tectonic forces heaved the lofty mountains up from the sea. The canyon or water gap of the Narrows gives us a view into the geologic wonders that lay at the base of the ancient syncline; and we see the flat valley bed, now the summit of Wills Mountain, at Lovers Leap in the Narrows³⁵⁵.

Commentary on the Cumberland portion of the trip

According to Lowdermilk’s 1878 book “**History of Cumberland**” ([Appendix 0033](#)), a wooden bridge was built over Wills Creek in 1790, and was replaced³⁵⁶ in 1796 by William Logsdon. Lowdermilk’s book states that the 1790 bridge was “*very near the site of the present Baltimore street bridge*”. The 1794 Dennis Griffith map ([Figure 0374](#)) shows the Turkey Foot Road joining Braddock’s road³⁵⁷ just west of the bridge. (The historic stone bridge over Wills Creek was not built at the time of Doctor Wellford’s journey.) The Griffith map suggests that the 1794 Turkey Foot

³⁵⁴ The inscription on the historical marker indicates that the marker is located on the site of the Ohio Company Storehouse. This statement cannot be true, based on the location of the storehouse that is shown on contemporaneous maps, including [Figures 0424](#) and [0967](#).

³⁵⁵ Geology comments courtesy of editor Nancy E. Thoerig, who double-majored in earth science and geography.

³⁵⁶ According to a 1974 issue of the “**Heritage Press**” newsletter, the following was the bond contract for replacing the bridge: “Pursuant to an order of the Levy Court the following bond as recorded this 2nd August 1796: Know all men by these presents that we, William Logsdon, John Logsdon, Ralph Logsdon and Daniel McKinzy are bound unto David Huffman, John Graham and Patrick Murdock for 747 pounds current money of the State. The condition: William Logsdon shall do and will and truly build and finish on or before 1st September, next, a good and sufficient wagon bridge over will’s Creek—town of Cumberland at the place where the bridge lately stood, the said Bridge to be at least five feet higher than the late bridge, 16 feet wide with railing three feet high; he also to keep the same in good and sufficient repair for term of seven years and to rebuilt the same if carried away or destroyed, at his own cost—except he not to replace, if the water rises over the bridge.” Daniel McKinzy was a son of Mr. McKenzie’s ancestor Gabriel McKensey. Gabriel lived in the Bald Knob area near Mount Savage, Maryland, where Earl Lepley’s place is located.

³⁵⁷ Braddock’s road is identified via William Brown’s 1790 memo book, which mentions Gwynn’s Tavern as follows: “Gwyns Tavern at the fork , Bradfords old Road” (Braddock’s name was frequently misspelled in the early records). Brown’s book also mentions “Tumblesons Tavern” (Tomlinson’s) and “Simpkins Tavern”.

Road may have been the antecedent to the leg of Cumberland Street that angles between the Market Street bridge and the Baltimore Street bridge; however, the road on the Griffith map is too schematic to be definitive.

The 1806 town plat of [Figure 0426](#) shows the present-day Cumberland and Baltimore Streets labeled as “*Water Street*” and “*Bedford Street*”, respectively. The town plat was made not too long after the Griffith map, and is quite detailed. Unfortunately, it does not illustrate the path of the Turkey Foot Road north of town. In view of the terrain, and in view of the fact that the purpose of Morgan’s 1779 road was to transport military supplies from Oldtown, rather than to connect with the fort³⁵⁸ at Cumberland, the short portion of Cumberland Street that is near Wills Creek appears to be the best candidate to have been the 1794 Turkey Foot Road.

The 1790 Logsdon bridge lasted until 1810, and its wooden replacement lasted until 1820. [Figure 0162](#) is an 1833 drawing of the Wills Creek ford on Creek Street, and the 1820 to 1838 chain bridge³⁵⁹. Page 130 of Lowdermilk’s “**History of Cumberland**” ([Appendix 0058](#)) also describes the ford. The 1806 town plat of [Figure 0426](#) shows the location of “*Creek Street*”, which was the first street south of “*Bedford Street*”. For a much different circa 1820 representation of the chain bridge, see [Figure 0912](#).

Beatty’s Tavern and Captain Beall’s

To complete Doctor Wellford’s Turkey Foot Road story, one would need to determine where “...*Beatty’s Tavern in Cumberland...*” and Captain Beall’s were located. Lowdermilk’s “**History of Cumberland**” ([Appendix 0034](#)) provides some tentative information, indicating:

- Thomas Beall (son of Samuel³⁶⁰) originally laid out Cumberland, Maryland in 1785, and sold a number of lots³⁶¹.
- In 1787 the town was “*almost entirely on the west side of Wills Creek*”, except for a few houses on North Mechanic Street near Blue Spring.
- John C. Beatty was already a resident of Cumberland in 1787. This makes him the likely candidate to be the owner of Beatty’s tavern at the time of Doctor Wellford’s trip.
- In 1813 Captain Thomas Beall (of Samuel) occupied a house on Liberty Street. There is presently a short street on the east side of Wills Creek by that name that also had the same name on the 1806 town plat of [Figure 0426](#). Liberty Street is about 0.4 miles from Blue Spring, so Beall’s house is unlikely to be one of the houses located near Blue Spring in 1787.

³⁵⁸ A 1775 source (quoted in Chapter 40) reports that the Fort Cumberland structure was already demolished.

³⁵⁹ For more information on the chain bridge, see pages 285, 305, and 342 of Lowdermilk’s 1878 book “**History of Cumberland**”. The Cumberland chain bridge was based on the design of Findly’s 1801 bridge across Jacobs Creek. The June 1810 issue of “**The Port Folio**” contains Findly’s detailed technical description of his bridge design, and describes where such bridges had been built. The article includes the statement: “*There is also one at Cumberland (Maryland) supported by two chains of inch and a quarter bar, span 130, width 15 feet.*”

³⁶⁰ Locally, there was also a Thomas Beall, son of Ninian. The September 1972 issue of the “**Heritage News**” has a photo of his 1785 log tavern, and describes it as having been located at the site of Hillcrest Burial Park, east of Cumberland, Maryland. That cemetery ([Figure 0904](#)) is located at Latitude 39.67465°, Longitude -78.725533°.

³⁶¹ The June 1763 issue of “**The Monthly Chronologer**” includes an article concerning the possibility of having a town at Fort Cumberland: “*They write from Philadelphia, that the Ohio company have agreed to lay out a number of lots for a town at Fort Cumberland, near the mouth of Will’s creek, on Potowmack river, in the province of Maryland. Fort Cumberland, from its natural situation and contiguity to the extensive and fertile country on the Ohio and its waters, must be the key to all that valuable settlement; it being the highest and most convenient landing-place for the inhabitants on the other side the Allegheny mountains, on all the river Potowmack, which affords a water carriage that with very inconsiderable expense, might be rendered safe, certain, and easy, at all seasons of the year, from the great falls to the spot now proposed for a town.*”

- The 1806 town plat of [Figure 0426](#) shows a Beall Street on the west side of the waterways.

An 1823 issue of the “**Maryland Advocate**” identifies Captain Beal as a Revolutionary War soldier, stating:

Died on Tuesday the 25th, Captain Thomas Beall of Samuel, at an advanced age. He was a participator in the struggles of the Revolution and proprietor of the town of Cumberland.

Although the basis for the statement is unknown, the 1923 book “**History of Allegany County, Maryland**” indicates that Thomas Beal’s house on Liberty Street was built before 1787, stating:

The only other houses known to have been built before Cumberland was erected into a town, were...a log house built by Thomas Beall, of Samuel, the proprietor of the town, on Liberty Street, and on the site of the present United States Court House and Post Office.

According to the 1910 Sanborn Fire Insurance Map of Cumberland, the United States court house and post office building was located at Latitude 39.652483°, Longitude -78.762821°, at the southwestern corner of Liberty Street and Frederick Street. Based on the building outline on the 1910 map, and the description of a stone first story, the same building is still located there.

Early descriptions of Cumberland

John Smyth’s 1776 description of Cumberland

Volume II of John Smyth’s 1784 book “**A tour in the United States of America...**” contains the following description of Cumberland:

I crossed May’s Creek, and Will’s Creek, by breaking the ice and wading them, passed by old Fort Cumberland, which is in a beautiful and romantic situation, on the north side of the Potomack, amidst vast mountains and mighty torrents of water...

There is now only a little public house at Fort Cumberland, where that immense ridge particularly named the Allegany Mountains commences.

Meshach Browning’s description of Cumberland

Page 19 of Meshach Browning’s 1859 book “**Forty-four years of the life of a hunter**” provides an eyewitness impression of Cumberland circa 1791,³⁶² as follows:

On we went, without noise, over the mountains towards Cumberland; and, as the sun began to show its beautiful reflection on the high top of the Dan Mountain, westward of the town, we arrived in sight of the valley in which the town was situated. Here was a new scene to me entirely. The whole valley was covered with a dense fog—nothing was to be seen but the high tops of the western mountains, with here and there stripes of sun-light; whilst all around was in uproar, with cows bellowing, calves bleating, dogs barking, cocks crowing, and, in short, all sorts of noises. The fog was so heavy that I could not see any object until within a few paces of it. Here we halted for our breakfast. By that time the sun had driven away all the misty clouds, and the town was in plain view; and I think that there were not more than twenty or thirty houses, and they mostly cabins, surrounded by large corn-fields, containing heavy crops of corn.

³⁶² The date estimate is based on a reference to General St. Clair’s November 4, 1791 defeat.

Browning was still a young country boy during the above visit to Cumberland³⁶³. He wrote down his recollection later, as an adult.

Significant river traffic to and from Cumberland in the 1790s

Thomas Cooper's 1794 book "**Some Information Respecting America**" quotes a 1793 letter from Reverend Toulmin that describes the use of the Potomac River from Cumberland:

At present, many boats come down from Fort Cumberland to the Great falls, about ten miles above George Town.

Volume 1 of Isaac Weld's 1799 book "**Travels through the states of North America...**" describes observations made during the 1795 to 1797 time period. One sentence describes transportation on the Potomac River:

From hence to Fort Cumberland, one hundred and ninety-one miles above the federal city, there is a free navigation, and boats are continually passing up and down.

³⁶³ Although Mr. Browning's description of Cumberland seems credible, some of the things he wrote seem incredible. For example, he reports on a rattlesnake encountered on the Youghiogheny River as follows: "*It coiled itself up on the water, inflated its body with air, and there laid, as light as a bubble, holding its rattles high up from, the water, and rattling as well as if it had been on land.*" However incredible as this statement seems, though, it is illustrated in a BassFan TV video that shows a large rattlesnake swimming up to a bass boat, and then coiling up after being struck with a fishing rod. The coiled snake *appears* to be floating on top of the water like a bubble, just as Browning described. A careful evaluation of the video reveals that it is the buoyancy of submerged, water-obscured lower coils that causes the illusion that the snake is floating like a bubble. The video shows the snake swimming directly toward the boat, with the apparent intention of boarding. It may seem odd that a snake would swim towards an occupied boat, but it happens. The snake seems to view the boat is a log or other refuge. When fishing from a canoe in the middle of a dammed up portion of Oyster Creek in Texas, Mr. Dietle encountered a swimming copperhead snake that clearly intended to board the canoe, before it met its demise.

