

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

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19. The Hays Mill Path shared part of the route

Introduction

Wallace's 1965 book "**Indian Paths of Pennsylvania**", includes a seven-paragraph chapter titled "*Hays Mill Path*". Wallace describes an early path that ran past Simon Hays Mill on its way to Fort Cumberland. The Hays Mill Path was a principal route in the late eighteenth century, and the antecedent to various present-day roads.

Wallace indicates that a portion of the Hays Mill Path ran from the location of Barrelville to Corriganville, where it joined the Warrior's path, and headed south toward Cumberland. In other words, Wallace believed that the Hays Mill Path and the Turkey Foot Path followed a shared route between the locations of Barrelville and Cumberland.

A brief 1906 mention of the route

Volume II, page 4, of the 1906 book "**History of Bedford and Somerset Counties...**" mentions the Hays Mill path, stating:

In later times these Indian trails became the natural routes for the wagon roads and turnpikes of civilization. The Forbes road followed such a path in the north of the county, while the famous Glades road⁴³⁸ followed a similar one through the central part of the county. It is also said that a similar trail diverged from this last in the vicinity of Somerset, passing where Simon Hay afterwards built his mill, to Fort Cumberland.

These references to Hay's mill are not in reference to the Hayes Mill that is shown on the 1818 Melish-Whiteside map of Somerset County at the present-day location of Wellersburg ([Figure 0159](#)), although they may refer to the road that came through there. Rather, they refer to Simon Hay's mill in Brothersvalley Township⁴³⁹ (now Hayes Mill, Pennsylvania).

The origin of the name 'Hays Mill Path'

As a result of Wallace's book, the path from Hays Mill to Fort Cumberland is known as the "*Hays Mill Path*". In the introduction to his book, Wallace states that the names he applies to paths are sometimes arbitrarily coined. This is understandable, because various names were often used to describe the same path, and some of the original names were applied to several different paths having the same destination. Wallace's challenge was to apply a unique name to each path in his book, for identification purposes.

⁴³⁸ The referenced "*Glades Road*" is not the antecedent to today's "*Mountain Road*" that is discussed in an earlier chapter herein. Instead, it is the antecedent to Route 31.

⁴³⁹ An article about Simon Hay in Volume 3 of the 1906 "**History of Bedford and Somerset Counties...**" ([Appendix 0074](#)) indicates that he was a Somerset County mill owner, and two of his children, Jacob and Elizabeth, lived on a farm that became the site of Wellersburg. Jacob owned the farm first, and then sold it to George Weller, who was or became Elizabeth's husband. For detailed information on the Hayes Mill at Wellersburg, see the 2012 issue of the "**Journal of the Alleghanians**".

Wallace's chapter on the Hays Mill Path references property surveys that describe the route as "*the road from Simon Hays Mill to Cumberland*", and "*the path leading from Simon Hays Mill to Fort Cumberland*". No document has been identified that actually refers to the route as the "*Hays Mill Path*". Wallace indicates "*Hays Mill Path*" is the "*common name*" for the route, but he may just mean that the mill is often mentioned in early route descriptions. It is not known if he coined the name "*Hays Mill Path*" based on the surveys, or if he heard or read it somewhere.

Wallace states that the Hays Mill Path and the Cumberland Road are often confused with one another, and makes clear that he reserves the name "*Cumberland Road*" for a fork of the route that ran along Gladdens Run. On page 42 of his book, however, Wallace concedes that the Hays Mill Path was sometimes called the "*Cumberland Path*",⁴⁴⁰ as were various other routes that went to Fort Cumberland. Since the route is described in many ways in early records, as detailed below, this chapter defers to Wallace and uses his "*Hays Mill Path*" designation.

About Simon Hay and his mills

Gristmills were important local landmarks. Page 552A of the 1884 book "**History of Bedford, Somerset and Fulton Counties...**" describes Simon Hay and mentions trips to Wills Creek, confirming the early existence of a path:

The Hay family are of German extraction. The family emigrated from Germany in 1763. We first learn of them in the eastern portion of the state, where Simon Hay resided, engaged in his trade of a weaver.

While temporarily engaged in the labor of threshing grain with a flail, he made the acquaintance of a man named Countryman, who assisted him in his labors. Countryman possessed a large tract of land in Brother's Valley township, and offered such inducements to Mr. Hay as to cause him to emigrate there and purchase a tract of three hundred acres. At this time the face of the land was almost in a state of nature, settlers being few and far between, and their clearings but "little holes in the wilderness," from which they harvested but meager crops for a subsistence. They then packed their grain to Wells (sic) Creek, Maryland, to have it ground, while salt, an indispensable necessity, was brought from Winchester, Virginia. Not discouraged by the outlook, Mr. Hay set manfully to work clearing his farm, performing the most arduous labors in so doing. At this time each new settler was heartily welcomed as a desirable accession to their numbers, and all would turn in and assist him in erecting his log cabin. Being a man of great energy and enterprise, Mr. Hay erected a gristmill, so much needed, and afterward a fulling mill, which he successfully conducted to both his own and his neighbors' advancement. Having well performed his mission, he departed this life at the ripe age of one hundred and three years, in 1842.

Although the 1884 phrase "*They then packed their grain to Wells Creek, Maryland...*" is not documentary evidence, it is certainly harmonious with the presence of a packer's path from Simon Hay's farm to Cumberland, Maryland.

Simon Hay appears in the list of 1779 Brothersvalley Township property holders with 300 acres. According to the February 1960 "**Laurel Messenger**", the June 26, 1779 birth of Simon's son

⁴⁴⁰ On the subject of the "*Cumberland Path*", Page 42 of Wallace's book references John Olinger's Warrant O-33, and Jacob Olinger's 1794 survey (Book C 184, page 41), indicating that the Hays Mill Path is identified on the warrant as the "*old Pack Horse path*". The Jacob Olinger property is located in southeastern Summit Township, well to the south of the Hays Mill Path. If Warrant O-33 relates to Jacob Olinger's property, it is difficult to understand how the warrant would be referencing the Hays Mill path. The warrant has not been reviewed in the course of writing this book.

Valentine is listed in the records of the Berlin Reformed Church, and Valentine's elder brothers were born at Conococheague in 1775 and 1777. These records prove that Simon Hay was living in Brothersvalley Township by 1779.

Volume III, pages 51 to 56 of the 1906 book "**History of Bedford and Somerset Counties...**" also includes an article ([Appendix 0074](#)) about Simon Hay. Excerpts are provided here:

The Hay family of Somerset county was founded in this country by Simon Hay, who was born in Germany, April 18, 1742, and when nineteen or twenty years of age emigrated from Zwek-Bricken, Germany Simon remained for several years in Hagerstown, Maryland working at his trade as a weaver. While residing there he married Anna Mary Shaver, some of whose connections are now living in and about Freedens (sic), Somerset County.

Simon Hay came to Somerset County, then a part of Bedford county, in the year 1767-68⁴⁴¹, and settled on a farm now owned by S. S. Hay, about five miles southwest of Berlin. He put up a tent under a big white oak tree without a foot of cleared land, and went bravely to work to hew out a farm from the forest about him. At first he and his family subsisted on wild animals' meat and potatoes. In those days deer were plenty and as many as thirty to thirty-five were often seen in a drove. In after years, he frequently made trips to Hagerstown, on horseback, a hundred miles away, to fetch salt and a little flour for the children. On several occasions Indians made their appearance at his home on their way to Fort Bedford, but never did any violence nor molested himself or his family.

Simon Hay and his wife, Anna Mary (Shaver) Hay, were the parents of ten children, five sons and five daughters. The names of the sons were: Michael, who settled one mile north of Lavansville, Somerset county. Jacob, who settled on the farm where Wellersburg is now located, but who afterward removed to what is now the state of Ohio. Valentine, who became the owner of what was then the home farm, and now called Hay's Mill. (Grandfather Hay built the stone house in 1798, which at this time is in a splendid state of preservation; the second mill he built is still standing there and is being profitably conducted. He since built a fulling and carding mill. His was the first grist mill, perhaps, in this county.) ... Elisabeth married George Weller, grandfather of ex-County Superintendent John Weller, and late a member of the Pennsylvania legislature from Somerset county; they settled on the farm that her brother, Jacob Hay, had settled, which is now occupied by Wellersburg Borough; the place got its name from the Weller family. (The article continues with more descendant information.)

The tradition that the family was visited by Indians traveling to Fort Bedford is harmonious with the concept that the Hays Mill Path may have an Indian path antecedent, and is harmonious with the roundabout route from Fort Cumberland to Rays Town that is shown on the 1776 Sayer and Bennett map of the middle British colonies ([Figure 0639](#)).

Volume II, page 586 of the same 1906 book mentions Hay's Mill as being "*on the old Cumberland road*":

Hay's Mill is a scattered hamlet in the southwest corner of the township. Long before 1800, Simon Hay, one of the two pioneers of that family in Somerset County, built a gristmill here. It is on the old Cumberland road, over which there always was much travel in early days. The mill was built

⁴⁴¹ According to the Pennsylvania Historical and Museum Commission, Bedford County was not formed from Cumberland County until March 9, 1771.

for Mr. Hay by Thomas Short, an Irish stonemason. A carding and fulling mill were also built here by Mr. Hay, and about these mills a small collection of houses has been built. It has had a postoffice for many years.

This passage is harmonious with the concept that the Hays Mill Path became known as the old Cumberland Road.

Volume 2, pages 55 and 58 indicate that Simon Hay was introduced to what is now Somerset County by George Countryman. Volume 3, page 586 of the same book states:

George Countryman was one of the pioneer settlers in Brothers Valley township, Somerset county, Pennsylvania. The date of his coming was 1761, two years prior to that of the settlement made by Simon Hay, which was according to records in 1763, or five years prior to lands being open for actual settlement by purchase. Mr. Countryman went to some one of the eastern counties of Pennsylvania to secure work, and while there met Simon Hay and told him that he had two “tomahawk claims” in the wild woods across the Allegheny mountains, and that if he would help him do some work he would give him one of the claims, where the Indians still roamed at will and frequently made hostile attacks upon the whites.

Volume 3, page 184 states:

Simon Hay, who was born in Germany, emigrated thence in 1763, in company with his brother, John Francis Hay.⁴⁴² Simon settled in the eastern part of Pennsylvania, where he followed his trade of weaver. While temporarily engaged in threshing he made the acquaintance of a man named Countryman, who assisted him in his labors. Countryman possessed a large tract of land in Brothers Valley township and offered such inducements to Mr. Hay to cause him to migrate there and purchase a tract of three hundred acres. On this land he erected a gristmill, which he operated to his own advantage and that of his neighbors. ... Mr. Hay died in 1842, at the extraordinary age of one hundred and three.

Page 193 of the same book states:

The family ... was founded in this country by Simon Hay, who came from Germany in 1763 and settled in the eastern part of Pennsylvania, where he followed the trade of a weaver. He was induced to purchase a tract of three hundred acres in Brothers Valley township, ... erecting a gristmill, and afterward a planing mill. On the farm still stands the old stone house, erected in 1790, and today in good condition.

For additional information about the Simon Hay farm, see the February 1979 issue of the “**Laurel Messenger**”. The article makes clear, based on federal direct tax records, that Simon Hay’s house was one of the finest in Somerset County in the year 1798. Only three other houses in the county were assessed at a higher value.

Father of the Cumberland Road

Charlotte Reeve Conover’s 1909 book “**David Gebhart A Memory and an Appreciation**” describes Simon Hay as being instrumental in improving the path to Cumberland:

⁴⁴² Francis Hay appears in the 1774 Brothersvalley assessment list.

It is recorded in the family that twice a year Simon Hay went to Hagerstown, a distance of about one hundred miles to procure supplies of flour and salt, the only indispensable commodities not provided by the forest and their reliable rifles.

The route he took was what is now known as the old Cumberland Road to Fort Cumberland; from there to Baltimore and Hagerstown.

This journey was accomplished, of course, on horseback, with pack saddles for supplies. On the way he had many a shot at venison, for droves of deer abounded. The road which Simon Hay traveled was then not much more than a trail through the woods; afterwards it was he who was largely instrumental in widening and improving it until it became a thoroughfare for wagon trains, thus earning for himself the title of “The Father of the Cumberland Road.”

Perhaps this “Father of the Cumberland Road” tradition was passed down in the Gebhart family through Simon’s daughter Eve ([Figure 0546](#)), who married George Gebhart on November 2, 1815. An article in the February 2, 1894 issue of the “**Somerset Standard**” references Berlin in describing the route:

The old Cumberland road, which was a great thoroughfare for wagons and emigrants, passed a little west of the town, then crossing the ridge crossed Laurel Hill creek at the old Forge, going up and down some of the largest and steepest hills in the country.

The forge reference shows that the author of the 1894 article considered the Glade Road to be a continuation of the Cumberland Road, because it mentions a forge that was located near Bakersville. This concept is likely based on the old turnpike routes described in Chapter 25. Lesley’s 1859 book “**The Iron Manufacturer’s Guide ...**” identifies the forge⁴⁴³, stating:

Scott’s Forge, on Laurel Hill creek in Jefferson Township, Somerset county Pennsylvania, two miles below Bakersville, on the Cumberland and Pittsburg Plank Road, also hauled its metal from Bedford, and was abandoned thirty years ago.

A Kimmel family tradition of an Indian trail

The Kimmel family also has a Brothersvalley Indian path tradition. The August 1966 “**Laurel Messenger**” includes a 1906 letter from John Kimmel’s granddaughter Josephine K. McGrew which states:

Dr. John Kimmel came to Berlin from York and built a small log cabin out near a place called Chicken Town, in after years East Berlin. ... When they settled there they had to go to Hagerstown for flour and supplies annually, a distance of more than 100 miles, in the absence of roads, on an Indian Trail on horseback.

By tradition, all of John Kimmel’s children were born in the Berlin area. His first child was born in December 1787.

The northern destination of the Hays Mill Path

As a result of Wallace’s 1965 book, the Hays Mill Path is conceptually thought to run between the Glades, near present-day Somerset, Pennsylvania and Cumberland, Maryland. While immense credit

⁴⁴³ For more information on this forge, see the article “A History of the Old Forge Bridge” in the May 1968 issue of the “**Laurel Messenger**”.

is due to Wallace for his Indian path research, one has to recognize that his research on the Hays Mill Path was cursory. After all, his entire chapter on the subject has fewer than 500 words.

In one place in his book, Wallace states that the Hays Mill Path ran to Fort Cumberland from the Glades of Cox's Creek, and in another place, he states that it ran from the Glades of Stony Creek.⁴⁴⁴ The only apparent basis for these statements is his reference to Peter Shekely's 1785 survey of property on "*both sides of the Old Path leading from the Glades to fort Cumberland*" (Deed Book C-204, Page 149), included herein as [Figure 0477](#). That road is not actually a part of the Hays Mill Path that Wallace describes.

Peter Shekely's property has been located in Larimer Township using the 1939 W.P.A. "survey warrant" map⁴⁴⁵ of Larimer Township ([Figure 0297](#)). The W.P.A. map identifies the route as "*Buzzard's Old Road*", but the survey does not. That particular route was located somewhat west of the path that is known to have gone to Hay's Mill, although both routes head in the same general direction. The route that Buzzard's Old Path took to the Glades is unknown. Buzzard's Old Path could even be an antecedent or variation of the Hays Mill Path.

How the road became known as "*Buzzard's Old Road*" seems to be connected with the property in Southampton Township near the state line and near the Turkey Foot Road that was called Peter Buzzard's on the 1832 surveys of Archibald White (Book C-144, Page 299, [Figure 0597](#)) and James Lancaster (Book C-114, Page 298, [Figure 0598](#)). A person named Peter Buzzard⁴⁴⁶ also had property on the Turkey Foot Road near Pocahontas (Book A-36 Page 25, [Figure 0589](#)). [Figure 0810](#) shows the known portion of Buzzard's old road in Southampton Township.

Despite Wallace's apparently mistaken reliance on the Shekley survey, bits of information and tradition here and there do suggest that a route that began as a path, and became known as the Cumberland Road, connected the Cox's Creek area with Fort Cumberland via Simon Hay's mill. Study the information presented in this chapter, and decide for yourself.

North of Hays Mill

The principal objective of this chapter is to examine the route of the Hays Mill Path between Hays Mill and Fort Cumberland, leaving the route north of Hays Mill to those more familiar with that area. Nevertheless, it seems worth noting that a route heading northwest out of Hays Mill is still identified as the "*Cumberland Pike*" on 2011 Google satellite imagery. It is not known if this route north of Hays Mill correlates well to the Hays Mill path.

From the vicinity of Hays Mill, ruts and cropmarks trace earlier remains of this northwesterly route. Beginning at a driveway at Latitude 39.852251°, Longitude -78.974428°, northwesterly ruts transition into northwesterly cropmarks that identify an abandoned route. At Latitude 39.85346°, Longitude -78.975043°, the cropmarks end, and the route continues northwest as a present-day farm lane, which comes out on Maple Valley Road at Latitude 39.860098°, Longitude -78.979758°. From there, the route continues northwest as the present-day "*Cumberland Pike*", and follows the course shown in the following table:

⁴⁴⁴ According to William C. Reichel's study of Moravian missionary John Heckewelder's papers, published in Volume 1 of the 1876 "**Transactions of the Moravian Historical Society**", the name of Stony Creek is derived from the Delaware name "*Sinne-hánne, or Achsin-hánne, i.e., stony stream.*"

⁴⁴⁵ The W.P.A. warrant maps were provided courtesy of Harry Ringler, Junior.

⁴⁴⁶ A Peter Buzzard also had property near the Bedford County line, see Survey Book C-10, Page 272.

Latitude	Longitude
39.861840°	-78.981370°
39.862278°	-78.981324°
39.863324°	-78.983060°
39.864228°	-78.984565°
39.865136°	-78.985063°
39.864162°	-78.986155°
39.864040°	-78.987622°
39.864333°	-78.987874°
39.865745°	-78.987392°
39.866583°	-78.989275°
39.866904°	-78.990176°
39.868444°	-78.991334°
39.870136°	-78.992488°
39.871853°	-78.992767°
39.873236°	-78.993459°
39.874686°	-78.995170°
39.876867°	-78.996903°
39.878724°	-78.998222°

In the table above, the coordinates in the shaded cells represent a portion of the route that passes through strip mines, and therefore may have been recently rerouted.

What are the glades of Stony Creek and Cox's Creek?

As noted above, Wallace references both the glades of Stony Creek and Cox's Creek. Even though Shekely's 1785 survey apparently shows Buzzard's Old Road rather than the Hays Mill Path, clarification of what the Glades of Stony Creek and Cox's Creek are seems worthwhile. Page 48 of the 1906 book "**History of Bedford and Somerset Counties...**" states:

Those parts of what is now Somerset county adjacent to the junction of the Youghiogheny river, the Castleman's river, and the Laurel Hill creek have from the earliest times been known as the Turkeyfoot region.

But a much larger part of the county, west of the Allegheny mountain, was first known by the name of "the Stony Creek Glades." This name may be said to have at first included pretty much all of the present townships of Brothersvalley, Stony Creek, Quemahoning, Jenner, Lincoln, Somerset, Jefferson, Milford and Black. The region received this name because of the fact that when it was first penetrated by white men a considerable part of it was found to consist of natural meadows, or openings in the forests that were devoid of timber, but instead of timber in the summer they were covered with rich natural grasses that afforded ample pasturage for the herds of deer and elk that

were then quite plentiful. These glades were found in spots all over the townships we have named, and they took the general name of Stony Creek Glades because of that stream draining so large a part of this region. While this may be said to be the original name by which the country was first known after it began to be settled, that part of it in the vicinity of what is now Somerset soon became known as the Cox's Creek Glades.

In a chapter about the Somerset Settlement, referring to circa 1771, page 80 of the same book states:

This region was at that time considered as being part of the Stony Creek Glades and for a time it was so known. But presently it came to be known as the Cox's Creek Glades, taking the name from the circumstance that an early hunter named Isaac Cox⁴⁴⁷ had established himself on the headwaters of the stream that still bears his name. The name Stony creek could not well be considered as being a very appropriate one for this locality. That name was quite a proper one for such of these glades as lay along that stream and its tributary waters. In a general way these may be said to flow to the north, while the streams in these parts flow to the south and are a part of the drainage system of the Castleman's river.

In other words, the Cox's Creek Glades refers to the settlement in the vicinity of the present-day town of Somerset, Pennsylvania. Page 100 of the same chapter states:

From this time on (1773) the settlement began to be called the Cox's Creek Glades, in order to distinguish it from the Stony Creek Glades proper, which may be said to have been an entirely different settlement, with its own separate history, of which, we regret to say, only very meager accounts have come down to us. But, while this settlement began to be so known among the people here, in the eastern settlements the entire region was for a long while generally known as the Stony Creek Glades.

Early travel between Fort Cumberland and the Cox's Creek Glades

Page 104 of Volume II of the 1906 book "**History of Bedford and Somerset Counties...**" describes the problems caused by the lack of a mill in the Cox's Creek settlement in 1774:

Although no one settler had more than a few acres seeded, still in the aggregate it made a considerable amount of grain. The want of a mill was now severely felt. As it was, the grain had to be packed on horse to the nearest mills, which were those near Bedford and Cumberland, Maryland.

The book describes the settlers taking their grain to the mills in parties of eight or ten men, for mutual protection. The book then goes on to describe Harmon Husband bringing a pair of three-foot-diameter, eight-inch-thick millstones to the Cox's Creek settlement from somewhere near Cumberland in 1774.⁴⁴⁸ The mill project was abandoned, apparently due to the Revolutionary war. The article speculates that the stones may have been sledded in, and indicates that the stones lay abandoned in the woods until 1843. These family traditions support the existence of a packer's path between the Cox's Creek Settlement and Cumberland in 1774.

⁴⁴⁷ For David Husband's circa 1870 published account of Isaac Cox and the Cox's Creek Glades, which is based on the early settler Harmon Husband's journal, see the book "**Recollections of Somerset County's Earliest Years**".

⁴⁴⁸ This millstone story was originally published by David Husband circa 1870, and was reprinted in the August 11, 1893 issue of the "**Somerset Standard**".

In regard to Harmon Husband in the year 1772, page 96 of the same book makes a passing reference to a trail from Cumberland to the Cox's Creek settlement:

There was now a packers' trail across the mountains that passed near Hancock, Maryland. ... This trail he took in preference to the one by Cumberland.

The Husband family retreats to Fort Cumberland in 1782

Page 125 of the same book describes Husband temporarily retreating southward from the Cox's Creek settlement to Fort Cumberland, upon learning of the July 15, 1782 destruction of Hannastown:

Harmond Husband removed his family to Fort Cumberland, in Maryland. Passing through the Brothers Valley settlement, they reached their destination on the evening of the third day. They camped near the fort until a vacant cabin was found, about two miles away, in which the family was finally settled for the winter. They brought off with them ten head of horses and colts, four cows and ten head of cattle, including a yoke of oxen. Husband, while he mentions their passing through the Brothers Valley settlement, does not seem to say anything about the situation there at this time.

A circa 1870 article by David Husband, based on Harmond Husband's journal and reprinted in the October 20, 1893 "**Somerset Standard**", states that the family "*took the trail through Brothersvalley to Cumberland*". Husband and his two oldest sons returned with a horse and two oxen the next spring to put in their crops. The 1906 book goes on to say:

Then came the news that the long war had at last come to an end, and the independence of the colonies was now an acknowledged fact. .. In the spring of 1784 nearly all of the remaining refugees returned.

The article, written by Harmond Husband's descendant David Husband, was originally published in the same newspaper in the 1869 to 1870 time period. The original part of the house in Somerset, Pennsylvania referred to as the Coffee Springs Farm ([Figure 0837](#)) is attributed to Harmon Husband. It is located at Latitude 40.00682°, Longitude -79.06840°, just west of the intersection of the Plank Road and the Glades Pike (Route 31).

The Peter Ankeny family traditions

Peter and Christian Ankeny were early settlers in the Cox's Creek Settlement. In a section about the borough of Somerset, the 1884 Somerset County history book describes the Ankeny brothers as follows:

Peter Ankeny, one of the founders of the town, was a descendant of the French Huguenots. He was born on the Conococheague, near Hagerstown, in 1751. Peter and his brother, Christian Ankeny, came to Somerset county (then Bedford) not later than 1773.⁴⁴⁹ Christian settled southwest of the town. Peter owned about two-thirds of the present site of the town. He gave lots for school, cemetery and church purposes. He died in 1802.

Pages 128 and 129 of Volume II of the 1906 book "**History of Bedford and Somerset Counties...**" provide the recollections of Joseph Ankeny, the youngest son of the pioneer Peter Ankeny. He heard the tales often from his mother, and describes them in an 1870 letter to David Husband:

⁴⁴⁹ Christian Ankeny was taxed in Brothersvalley Township, Bedford County in 1774 (**Pennsylvania Archives**, Third Series, Volume XXII).

My uncle, Christian Ankeny, moved to what is now called Somerset county, from Washington county, Maryland, in the spring of 1772 or '73, my father accompanying him, but leaving mother and one child in Maryland. ... My father, Peter Ankeny, commenced his farm⁴⁵⁰ on the Hugus farm, around the spring where the present buildings are now located. He built his log cabin just below the spring, the spring house being the lower story. He cleared several acres where the old orchard now remains, and sowed it in wheat that fall, and returned to Maryland in the spring for his family. He took his wife and only child on horseback, with some pack horses to carry their clothes and bedding, and a ten-plate stove weighing not less than four hundred pounds. With this caravan they took their winding pathway over the Allegheny mountains, full of hope to open a new home in the wilderness for themselves and their posterity. Oh! Here I cannot help but shed tears on reflection of how they must have felt leaving the land of their birth and going to a wilderness of savages. ...

Reports of Indian depredations and massacres in Ligonier valley and elsewhere kept the settlement in constant apprehension, and many of them, taking their cattle along, left the country for a time. These were trying times on women and children – at night the cattle bellowing, horses neighing, and the whole neighborhood stock concentrated in one drove, and these crowded and pressed forward on a crooked path, with the fear of an attack in the rear or an ambush in front. Some took the trail by Bedford and McConnell's valley, and others went by Cumberland and Hancock.

Clearly, the Ankeny family tradition supports the existence of an early path between the Cox's Creek settlement and Fort Cumberland, Maryland. The referenced Indian depredations in the Ligonier valley may be those that occurred during the winter of 1777/1778. A November 4, 1777 letter by Lieutenant Archibald Lochry includes the statement:

...Eleven other Persons Kill'd and scalped at Palmer's fort Near Loganear amongst which is Ensin Woods at the place where Col Campble was maid prisoner...

A November 14, 1777 letter of the Council of Safety describes written complaints of Indian depredations in Westmoreland County⁴⁵¹, and goes on to state:

We are further informed by verbal accounts that an extent of 60 miles has been evacuated to the Savages full of Stock Corn, Hoggs & Poultry that they have attacked Palmers Fort about 7 miles from Ligonier without success; and from the information of White Eyes⁴⁵² & other circumstances that Fort Ligonier has been by this time attacked. There is likewise reason to fear the ravages will extend to Bedford & along the frontier.

A May 4, 1778 letter written from Bedford, Pennsylvania by John Piper states:

⁴⁵⁰ According to an 1870 letter by Joseph Ankeny that was published in the September 29, 1893 "**Somerset Standard**", his father Peter's house and spring were fortified with "a stockade of split timber, 15 feet high".

⁴⁵¹ Volume II, page 115 of the 1906 book "**History of Bedford and Somerset Counties...**".

⁴⁵² White Eyes was a Delaware Indian Chief who named one of his sons after George Morgan. The son was educated at Princeton at the expense of the United States (see "**Journals of Congress, 1779**", pages 652 and 656), and along with two other sons, was cared for by George Morgan. In a May 12, 1784 letter to Thomas Mifflin (president of Congress), George Morgan speaks of the youngest son George as follows: "...the third, who was then in his eighth year, is every way worthy the further patronage of Congress, having now entered Virgil and begun Greek, and being the best scholar in his class, he will be prepared to enter College next Fall. His mildness of disposition is equal to his capacity; and I cannot but take the liberty to entreat a continuance of the patronage of Congress to this worthy orphan, whose father was treacherously put to death at the moment of his greatest exertions to save the United States, in whose service he held the commission of a colonel. His son is now in his thirteenth year. ... I have carefully concealed and shall continue to conceal from young White Eyes the Manner of his Father's death, which I have never mentioned to any one but Mr. Thompson & two or three Members of Congress."

In the County of Westmoreland, at a little Fort called Fort Wallace within some sixteen or twenty miles of Fort Ligonier, there were nine men killed and one man, their Capt'n, wounded last week; the Party of Indians was very numerous...

The route past the Hays mill site

The 1809 survey of Michael and Simon Hay (Deed Book A-84, Page 286) shows the “*Road to Cumberland*” running through their property; see [Figure 0478](#). An enlargement of the 1939 W.P.A. survey warrant map of Brothersvalley Township ([Figure 0479](#)) shows the route passing Hay’s Mill, on the property of Michael and Simon Hay. That area is now the village of Hays Mill, Pennsylvania. The route between Hays Mill and the Larimer Township line is not identified on early surveys, but does show up on the 1876 Beers map of Brothersvalley Township ([Figure 0512](#)). Also see the enlargement of [Figure 0609](#). The route is also shown on the 1860 Walker map ([Figure 0804](#)).

The route at Baughman’s Corner was known as the Cumberland Path

The 1846 survey of Michael Beechly ([Figure 0480](#)) shows the “*Hays Mill road*”. The 1939 W.P.A. survey map of Larimer Township ([Figure 0481](#)) shows that the Michael Beechly/Beeghley tract is located near the point where the borders of Brothersvalley, Summit, and Larimer townships intersect, and adjoins the Adam Brittle property, which was surveyed in 1793. The Adam Brittle survey ([Figure 0484](#)) identifies the route as the “*Cumberland Path*”.

The 1876 Beers map of Brothersvalley Township ([Figure 0512](#)) and a 1929 topographical map ([Figure 0482](#)) indicate that the road on the Michael Beechly survey joins Route 160 at Baughman’s Corner. Baughman’s Corner⁴⁵³ ([Figure 0507](#)) is a distinctive turn 7.3 miles south of Berlin on Route 160, at Latitude 39.818063°, Longitude -78.965778°.

[Figure 0483](#) is a 1939 USDA aerial photo that shows the location where the road from Hays Mill joins what is now known as Route 160. 2011 satellite imagery shows a short section of the route being used to reach a transmission tower, and the Google maps service identifies that short section as “*Baughman Road*”. This chapter shows that Route 160 follows the general track of the much earlier Hays Mill Path from Baughman’s Corner to the White Oaks, crisscrossing the earlier route several times.

The route through Larimer Township

The 1939 W.P.A. map of Larimer Township warrant surveys ([Figure 0297](#)) is based on early property surveys, and schematically illustrates the routes that are shown on the individual surveys. With the guidance provided by the W.P.A. map, the individual surveys along the Hays Mill Path have been identified and examined. By comparing the original property boundaries to a present-day tax map, the locations of the early surveys have been identified. The end result is a map ([Figure 0503](#)) that shows the route of the Hays Mill Path relative to present-day landmarks and property boundaries.

⁴⁵³ Mr. Dietle learned the name “*Baughman’s Corner*” from his father, who was born and raised in Larimer Township. Mr. McKenzie went to school with individuals from Kennels Mill who had a grandfather Baughman who lived at the turn. Mr. Dietle’s father pronounced the name as “*Bockman*”.

From Brittle's to Simpson's

After the Adam Brittle survey, the route enters the Jacob Countryman tract, which was surveyed in 1815. Countryman's survey ([Figure 0485](#)) illustrates, but does not name, the route. Next, John Well's 1794 survey ([Figure 0486](#)) refers to the route as "*the Road from Berlin to Fort Cumberland*". Next, the 1794 survey of George Cook ([Figure 0487](#)) refers to the route as "*the road leading from Simon Hays Mill to Cumberland*". Next, the 1794 survey of George Hafner ([Figure 0488](#)) refers to the route as "*the Path leading from Fort Cumberland to Simon Hays Mill*". Next, the 1794 survey of Mary Simpson ([Figure 0489](#)) identifies the route as "*the path leading from Simon Hays Mill to Fort Cumberland*". Clearly, some people thought of the road as going to Berlin, while others thought of it as going to Simon Hay's Mill. This can only mean that the path forked, and one fork went to Berlin.

The Countryman survey mentions Tomlinson's Mill

The 1826 survey of Jacob Countryman ([Figure 0490](#)) is for property "*Situated on the Dividing Ridge between Flaugherty⁴⁵⁴ & Wills Creek on the headwaters thereof*". Countryman's survey refers to the route two different ways. The image refers to the "*Road to Cumberland*", and the text refers to "*the Road from Simon Hay's Mill to Tombleson's Mill & Cumberland*".

As shown by [Figure 0374](#), this Tomlinson's mill reference does not help to distinguish between the route through Wellersburg and the route along Gladdens Run, because a Tomlinson's Mill was located near present-day Corriganville, Maryland, where the two routes rejoined.

According to Volume III, page 177 of the 1906 book "**History of Bedford and Somerset Counties...**", Jacob Countryman was the son of the local area pioneer George Countryman, and was born in 1787.

Two 'Cumberland Path' references

The 1794 surveys of John Somerville ([Figure 0491](#)) and Isabella Somerville ([Figure 0492](#)) refer to the route as the "*Cumberland Path*". Isabella's survey shows an intersection, which is not shown on the 1939 W.P.A. map. Next, the 1794 survey of Samuel Dunlap ([Figure 0493](#)) identifies the route as "*the path leading from Simon Hays Mill to Fort Cumberland*". The present-day Mount Carmel Lutheran Church ([Figure 0533](#)) at White Oaks is situated on Dunlap's property. Mr. Dietle's grandparents Irvin and Alma Dietle attended this church as adults.

The White Oak Churches

The locality known as White Oak is located along the old Plank Road about 10 miles south of Berlin at the confluence of several country roads, and is conspicuous by the presence of three country churches. A seven-acre church tract at White Oak was promised by Mr. and Mrs. John Wells on February 3, 1819, and deeded to trustees of the Lutheran and Reformed congregation in 1825. This proves that worship at White Oak began at an early date. According to Volume II, page 263 of the 1906 book "**History of Bedford and Somerset Counties...**", "*The first school in Larimer township was taught at the White Oak church in 1824.*"⁴⁵⁵ The church record book goes back to 1830, and includes the earliest documented baptisms of the Lutheran and Reformed congregation. Among

⁴⁵⁴ Volume 2, page 64 of the 1906 book "**History of Bedford and Somerset Counties...**" gives the following description of the naming of Flaugherty Creek: "*Another hunter, whose name was Flaherty or Flaugherty, gave his name to the classic stream that divides Meyersdale into a north and south side. His camp is said to have been near the mouth of the stream. There are, however, some accounts of him which say that he operated a still somewhere on the banks of the stream.*"

⁴⁵⁵ See page 481 of the same book for more information.

those baptized was Mr. Dietle's Lutheran ancestor William Aaron Geiger ([Figure 0516](#)), who lived nearby.

The area was known as White Oak at least as early as 1842, when Reverend Christian Lepley began to preach in a schoolhouse there that was evidently made of logs. In 1844, after preaching in the school for two years, Lepley organized a congregation that took the name "*Mount Carmel Evangelical Lutheran Church of Larimer Township, Somerset County*". This congregation joined forces with the Reichards Reformed congregation in 1847 to build the original White Oak Church (Figures [0549](#)), [0602](#)). This building was jointly dedicated by Lutheran Minister Christian Lepley and Reformed Minister William Uhl. The Lutherans withdrew from the arrangement in 1891, and built the Mount Carmel Lutheran Church nearby, and the Reformed began the third church building in 1900. These churches are said to have been built near the site of a breastworks fort.⁴⁵⁶

Page 22 of H. Austin Cooper's 1962 book "**Two Centuries of Brothersvalley Church of the Brethren**" tells of a "*Pack Road*" that was formerly the "*Indian trail of Wills Creek*". Mr. Cooper indicates that it ran from the vicinity of the White Oak Church to the vicinity of Buffalo Mills (which is 10 miles north of Hyndman). The source of his information is unknown.

A switchback on the Gillard survey

The 1794 survey of Samuel Gillard ([Figure 0494](#)) shows what appears to be a switchback across a minor branch of Laurel Run, and identifies the route as "*the path leading from Simon Hays Mill to Fort Cumberland*". This switchback was not located near the more recent one across Laurel Run that survives in fragmentary form as the dead end known as "*Porter Road*".

Buzzard's Old Road

Next after the Gillard survey is the 1795 survey of John Rhoads and John Wells ([Figure 0495](#)). It illustrates (but does not name) the route that is identified as "*Buzzard's Old Road*" on the 1939 W.P.A. map, and does not show the Hays Mill Path. Another 1795 survey of Rhoads and Wells ([Figure 0496](#)) shows more of Buzzard's Old Road.

The route passes through one of George Cook's properties

The 1794 survey of George Cook ([Figure 0497](#)) refers to the route across Laurel Run as the "*Road to Cumberland from Hays Mill*".

According to the 1980 book "**Mongst the Hills of Somerset**", George Cook/Kock/Koch, Sr. (born circa 1760/1761, died in 1850) had a sawmill and gristmill in Allegany County, Maryland, and also owned 115 acres on the western slope of Big Savage Mountain. This is clearly a reference to the property that is shown in [Figure 0497](#). According to his will, George Cook actually owned two adjacent tracts of land totaling 221 acres.

The will of George Cook of Southampton Township, Somerset County, Pennsylvania is recorded in Will Book Volume 4, Page 481, Number Three. It is dated December 12, 1849, and was proven March 16, 1850. According to a transcript, the will mentions two mills and two contiguous tracts of land, as follows:

⁴⁵⁶ This section is nearly identical to one in Mr. Dietle's 1996 book "**Descendants of Johann Adam Dietel**", which provides comprehensive citations for the content. Also see the 1940 Reformed Church book "**Pastors and People of Somerset Classis**" and Volume 2, page 476 of the 1906 book "**History of Bedford and Somerset Counties...**"

...fourth I give and devise unto my Son Solomon All my real estate, at the death or marriage of my said wife, which consists in two contiguous tracts on which is erected a Grist Mill⁴⁵⁷, Saw Mill, House, Barn & other buildings, adjoining lands of John Albright, Joseph Maria & others Containing two hundred & twenty one acres, On which Said land I now reside.

Albright owned land between the Cook and Reiber tracts

According to Somerset County Deed Book 17, Page 488, John Albright had property in 1835 that was located between George Cook's 115-acre tract and the diamond-shaped River/Reiber tract described below. As shown by [Figure 0498](#), an Albright still owned the property beside the Reiber tract in 1870.

The diamond-shaped Reiber tract

After the George Cook property, the 1939 W.P.A. survey warrant map of Larimer Township ([Figure 0297](#)) shows the route crossing the diamond-shaped William River tract, which straddles the township border, but is principally in Southampton Township. That property belonged to Mr. Dietle's ancestor Jacob River (Reiber), Senior⁴⁵⁸, who bought it from John Stoner in 1806 and sold it to his son Peter Reiber on June 23, 1835 (Somerset County Deed Book 16, Page 488). The property was surveyed for William P. Reiber in 1870 ([Figure 0498](#)), and was entered into Somerset County Deed Book 58, Page 469 on August 19, 1871. The Reiber property is the site of the River Cemetery ([Figure 0517](#)), and is along the present-day Shirley Hollow Road, which leads to the Plank Road (Route 160) at Pleasant Union.

The 1793 Conrad Wyman tract shows parts of the Cook and Stoner tracts

The 1793 survey of Conrad Wyman ([Figure 0499](#)) does not show or reference a road, but does show a portion of the 115-acre Cook tract, and a portion of the diamond-shaped Stoner tract that later became the Reiber property.

Walter R. Johnson's 1841 "**Report of a Survey and Exploration of the Coal and Ore Lands, Belonging to the Allegheny Coal Company in Somerset County, Pennsylvania**" informs the careful reader that the old Somerset Road and the 1832 turnpike did not follow the same route over the ridge of Savage Mountain. This may be a clue to the route of the Hays Mill Path:

*...we advance toward the north-west, up the flank of the Savage mountain...we notice on the flank of the Savage mountain, on the old Somerset road, below its junction with the turnpike, the dip s. 45 E. 20°. On the conglomerate rock, in place near Reiber's gap, S. 38° E. 23°. At Reiber's new ore bed, S. 45 E. 31°; and on the ridge of the Savage mountain, was observed a dip of the grey sand-stone, composing it, S. 45 E. 40. On passing further to the north-westward, and crossing Savage Run, Laurel run, and the **Scaffold Camp fork**, and arriving at the headwaters of the Flaugherty's creek...*

⁴⁵⁷ Mr. McKenzie believes that he has found the location of one of Cook's mills near where Shirley Hollow Road crosses Laurel run, just past the River Cemetery. This location corresponds well to the Cook's Mill location that is shown on the 1818 Melish-Whiteside map ([Figure 0159](#)), which shows the mill as being located west of the River (Reiber) property on the western slope of Big Savage Mountain. Mr. McKenzie has seen what appears to be a race at that location. Using a metal detector, he found a number of deep (suggesting age) hits, including nails, a horseshoe and an iron bar, all of which seemed very old.

⁴⁵⁸ For more information on Jacob Reiber, Senior, and his descendants, see John R. Reiber's 1991 book "**The Reiber Genealogy and Related Families**".

The references to Laurel run, the Scaffold Camp fork, and the headwaters of the Flaugherty's creek show that Johnson was traveling northwest after crossing over Savage Mountain. The "*Somerset Turnpike*" is the earlier alignment of Route 160 that was chartered in 1832. Reiber's gap is the depression across Savage Mountain that Route 160 follows. Jacob Reiber, Senior bought property there on April 21, 1806, as described below.

Wallace describes the route through Pleasant Union

Wallace's Pleasant Union route may be in error

According to Wallace's book, Stoner's Bedford County warrant number S 431 used the phrase "*on both sides of the road from Simon Hays Mill to Cumberland on a head of Jennings's run*". Wallace seems to assume that the described route is the same as the Plank Road shown on the subsequent 1869 survey (Book D-5, Page 158 [Figure 0368](#)). The Plank Road was built circa 1850 to 1854. Although Stoner's Bedford County warrant number S 431 has not been reviewed, it seems unlikely to illustrate a route. As described in more detail below, there is evidence that the Plank Road did not follow the earlier routes that passed through the Pleasant Union area.

The 1869 survey merely shows the Plank Road

The survey from Book D-5, Page 158 ([Figure 0368](#)) identifies the antecedent to the present-day Shirley Hollow Road as the Greenville Road, and shows it passing through the diamond-shaped William River tract that originally belonged to John Stoner. [Figure 0368](#) also shows the adjacent 50-acre Stoner tract, which was surveyed for a River (Reiber) in 1869 ([Figure 0500](#)). That River survey shows an identifiable kink in the Plank Road in the vicinity of Pleasant Union. As stated on River's survey, that 50-acre tract was warranted to John Stoner on August 9, 1793. This is the property that John Stoner sold to Jacob Reiber, Senior, on April 21, 1806, as recorded in Somerset County Deed Book 5, Page 402 on March 14, 1811. The deed states:

Whereas the Commonwealth of Pennsylvania by Warrant dated the ninth day of August in the year One thousand seven hundred and ninety three did grant to be surveyed unto the said John Stoner fifty acres of land on a head branch of Jennings Run on both sides of the road from Simon Hays Mill to Cumberland...

The 50-acre River tract is not definitive, even though the 1806 deed mentions the route, because the survey that illustrates the route was not performed until 1869. The survey simply illustrates the route of the Plank Road, which was built circa 1850 to 1854. The 1876 route of the Plank Road through Pleasant Union is shown by the Beers map of [Figure 0509](#). Unsurprisingly, the 1876 route had the same distinctive curve that is shown on the 1869 River survey.

The 1939 route through Pleasant Union

[Figure 0504](#) shows the 1939 route between the Glencoe Road and Grandview Drive, relative to the 2009 location of Route 160. The figure was prepared by tracing the 1939 roadbed from an aerial photo. Both the previous and current routes pass above the north branch of Jennings Run, in order to avoid a steep-sided, fairly wide gully, which is shown in [Figure 0505](#). The 1939 route was replaced sometime prior to June 1958, as shown in [Figure 0767](#).

The route of the Plank Road that is shown on the 1876 Beers map of Southampton Township ([Figure 0509](#)) also passes above the stream and gully, and obviously has the same shape as the 1939 route,

with the minor exception that the 1939 road is curved at the intersection with Grandview Drive, and the 1876 road is not.

Mysterious stone piles

Four mysterious stacks of rock ([Figure 0506](#), noted on [Figure 0504](#)), are in approximate alignment with a bend in the 1939 road. They are located close to one side of the gully shown in [Figure 0505](#). The gully photo was taken just above where Matthew Lane crosses the water, looking up at the edge of the gully where the rock stacks are located. There was some type of wooden structure associated with the rock stacks. Machine-cut square nails, square-shank bolts and a hand-held single flute gimlet bit ([Figure 0508](#)) were found at the site using a metal detector.

Early local activities were limited to timbering, saw, grist and woolen mills, agriculture, sugaring, distilling, mining, transportation, worship, and residential activities. The rock stacks must surely relate to one of these basic categories, but they remain a puzzle. **A Witt sawmill was located somewhere near the rock stacks circa 1841**, but any possible relationship between that sawmill and the rock stacks is conjecture.

Our best guess is that the rock stack supported a wooden flume; however, the last rock stack is located so close to the ravine that there is not enough room for a conventionally sized water wheel. The flutter wheels that often drove sawmills were relatively small in diameter, compared to typical gristmill water wheels. The small diameter allowed them to rotate at the higher speeds needed to efficiently drive a reciprocating saw blade. Perhaps there was room for a flutter wheel between the last rock stack and the ravine. A flutter wheel or tub mill turbine could have even been mounted right on the flume. [Figure 0783](#) is a view of the stacks from a different angle, and shows that the tops of the stacks line up with the ground in the distance. The caption to [Figure 0783](#) gives Mr. McKenzie's interpretation of the site.

We think these rock stacks are part of Witt's sawmill. The bolts were probably part of the mechanics of the mill. The location near the 1841 road makes good sense for hauling lumber away from the mill. The abandoned bed of the 1939 road is located about 40 feet above the rock stacks. Stones are stacked up along the lower side of that abandoned roadbed to create a retaining wall.

The 1794 Pleasant Union route is shown by the George Wyman survey

The George Wyman property, surveyed in 1794, is adjacent to the 50-acre River tract described above. Wyman's survey ([Figure 0501](#)) illustrates the then-existing 1794 route, and describes it as "*the road leading from Hays Mill to Fort Cumberland*". Beyond the Wyman property, the surveys are very early, and do not show the route.

The Plank Road did not follow the 1794 route

The 1939 W.P.A. Southampton Township "*survey warrant*" map⁴⁵⁹ is included as [Figure 0296](#). [Figure 0502](#) identifies early Southampton Township properties using a recent parcel map, so the locations of the early properties can be understood relative to present-day roads and property boundaries. As shown in [Figure 0502](#), **the 1794 Wyman survey** and the 1869 River survey prove that the 1794 Hays Mill Path and the later Plank Road took different routes through the Pleasant Union area. [Figure 0511](#) is a fragment of an 1841 map that shows the route of the 1832 turnpike, and an "*Old Road*" that ran above and north of the route shown on the 1794 George Wyman survey. [Figure](#)

⁴⁵⁹ The W.P.A. warrant maps were provided courtesy of Harry Ringler, Junior.

[0510](#) is a 1939 aerial photo that may show the same pre-turnpike route, heading toward Grandview Drive.

The 1797 review of the old Cumberland road

An article ([Appendix 0036](#)) from the 1906 “**History of Bedford and Somerset Counties...**” describes a 1797 survey for the Pennsylvania portion of the road. An early route is described that passed through the vicinity of present-day Wellersburg⁴⁶⁰, Pennsylvania. The article states:

What is known as the old Cumberland road⁴⁶¹ was a road that in some form or another, whether as a packer’s trail, a bridle path or a wagon road, may be said to date back to the earliest days of the settlement of Somerset County. It is entirely within the bounds of possibility that it could have been an Indian trail long before the coming of the white man. It certainly is mentioned in the earliest accounts of the Cox’s Creek Glades, or Somerset settlement. The road crossed the Allegheny mountain and came by where Simon Hay afterwards built his mill; from there it reached the Somerset settlement by way of the locality known as Break Neck, coming in near where Ankeny’s mill was built. Just when and under what circumstances this trail or path was made into a road that became passable for wagons, we have no account. It is not marked on the Howell map, elsewhere referred to. This road, in the vicinity of Somerset at least, is abandoned.

In 1797 David Wright, Cornelius Hanlin, Jacob Smucker, John Burger, George Shanafelt and Jacob Hochstetter were appointed to view and lay out a road in the direction of Cumberland, Maryland. As there can be no reasonable doubt of the existence of such a road at that time, we can only look on this as an order to review and make such changes as might be needed in the existing road. There seems to have been considerable contention over the matter, which lagged for several years, and in different parts of the proceedings the term “old road” is used. These viewers, starting in the center of the public square in the town of Somerset, went south in the direction of Ankeny’s mill by way of Main Cross street, turning to the southeast somewhere near the mill. They passed through Brothers Valley township by way of Hay’s mill, reaching or crossing Mason and Dixon’s line about seventy-five rods west of the one hundred and sixty-fifth milestone, which is not far from what in those days was known as Korn’s mill, in Southampton township⁴⁶². This was near where Wellersburg now is. Their report not being satisfactory to all interests, Charles Boyle, John McLean, Henry Hartzell, James Lennehill, John Reed and David King were appointed to review their work. These viewers also started in the center of the public square, but they followed Main street east, apparently getting on what we now know as the Berlin road; but several miles out they turned to the left again and went in the direction of Hay’s mill, and while some other changes were made in the road as located by the first viewers, in the main they concurred with them. The people of Berlin wanted the road so laid out that it would pass through that town, and this final report leaving Berlin to the north of it, the people from there came into court and resisted its confirmation. The matter being in the hands of the grand jury, they went so far as to have a paper drawn up setting aside the report of the viewers so far as they had ignored the claims of Berlin, which in some manner they placed in the hands of the grand jury. But the grand jury turned the

⁴⁶⁰ For an early photograph of Wellersburg, see [Figure 0474](#).

⁴⁶¹ The name “Cumberland Road” was also applied to at least a portion of the National Road.

⁴⁶² Page 683 of the same 1906 book is in tension with this passage, stating: “Southampton township was organized in 1801.”, and then goes on to state “The first gristmill in Southampton township was built near Wellersburg, by Jacob Korn, in 1809.”

paper over to the court, which, looking on this proceeding as being highly improper, caused an investigation to be made as to who the author of the paper really was. The report of the last viewers was finally confirmed.

This 1797 review may explain the route difference between the “*Old Road*” shown on the 1841 map of [Figure 0511](#) and the 1794 route on the Wyman survey that is depicted on [Figure 0502](#). The entire route of the Cumberland road is illustrated on the 1822 Melish state map ([Figure 0642](#)).

The locality known as Break Neck

The 1906 article mentions that the Cumberland Road “*reached the Somerset settlement by way of the locality known as Break Neck, coming in near where Ankeny’s mill was built.*” A short section of road known as “*Breakneck Road*” terminates on South Center Avenue at Latitude 39.993543°, Longitude -79.077809° near Stepping Stone Road. Breakneck Road quickly turns into Buck Lane, which continues through the woods as a dirt path. This path does not seem to be part of an early route because it does not appear on 1939 aerial photos.

Volume II, pages 596 and 597 of the 1906 book “**History of Bedford and Somerset Counties...**” describes Break Neck as follows:

One of the wildest and most picturesque spots in Somerset county is the locality known as Break Neck, about a mile and a half southeast of Somerset. A stranger, after passing over the beautiful country to the north, south or west of Somerset, and seeing the many beautiful farms that dot the landscape, stands amazed at the view which on all sides meets his gaze within a half hour’s walk of the town of Somerset. Here are great ledges of rocks, high precipices and immense boulders of all sizes and shapes piled upon each other, making it a scene of wild beauty and grandeur. The Kimberley run, a stream sparkling in brightness, breaks its way through the ridge here, and, flowing down the narrow valley near the base of Break Neck, tumbles over the no less famed “stepping stones”⁴⁶³ before mingling its waters with those of the larger stream of which it is a tributary.

Break Neck is not without its stories and legends, from one of which it derives its name. The old Cumberland road, long since abandoned, passed near by. As the story runs, a belated traveler passing over the road was overtaken by night, in the dense darkness of which his horse wandered from the road, and, plunging over one of these precipices, both rider and horse fell to death at its bottom. Found after some days, the body of the unfortunate traveler was interred on the spot where death overtook him.

For a photo of Break Neck Rock, see [Figure 0645](#). Notably, the article states that the route of the Cumberland Road near Break Neck was already abandoned in 1906.

The location of Ankeny’s mill

In an article on Somerset Township, Volume II, page 595 of the same 1906 book indicates that there were three gristmills in the township in 1796, one being the gristmill of Christian Ankeny. According to the November 1983 issue of the “**Laurel Messenger**”, Christian Ankeny paid \$8.64 in property taxes in 1796, for 1,082 acres (110 acres cleared) of property that included a gristmill and a sawmill.

Page 598 of the 1906 county history book states:

⁴⁶³ For a photo of the Stepping Stones, see [Figure 0770](#).

The Ankeny gristmill was a large log structure, built by Christian Ankeny, one mile south of Somerset. After passing through a number of owners it became the property of Conrad G. Lint, who equipped it with steam power. About 1876 it was destroyed by fire. Near the mill Mr. Ankeny built a fulling mill. In time a woolen factory was connected with this fulling mill. In 1842 the property passed into the ownership of John F. Kantner, who from 1836 until that time had operated the woolen factory at Kantner, near Stoyestown. His son, John F. Kantner, succeeded him and was in turn succeeded by his sons. The Kantners successfully operated this woolen factory until 1905, when they sold it to Cook, Emert & Co., of Somerset. The new owners have enlarged the plant to twice its capacity when they bought it, and it promises to be the most important plant of the kind in the county.

The location of the Kantner factory is known from the 1876 Beers map of Somerset Township ([Figure 0644](#)), and helps us to understand the general route of the northern end of the Cumberland Road. The publication “**A Somerset County Historical Notebook**” indicates that Lint got the water for his steam engine from Kimberley Run, and indicates that Kantner’s woolen factory was built on the same site as Ankeny’s gristmill. This agrees in the main with Volume II, page 194 of the 1906 book “**History of Bedford and Somerset Counties...**”, which describes Ankeny’s mill as follows:

This was a mill that stood a few rods a way from where Kantner’s woolen factory is, or about one mile south of Somerset.

The route on the 1818 Melish-Whiteside map

Overview

The Melish-Whiteside map of Somerset County ([Figure 0159](#)) shows the principal 1818 route from the Rivers tract, through what became Wellersburg, and on to the state line. The main route through the area in 1818 was much more circuitous, compared to the present-day. It may possibly be the 1797 route that is described in the quote above.

Mr. Dietle ([Figure 0404](#)) is connected to the Rivers (Reiber), Harding (Harden), Corn⁴⁶⁴ (Korns), and Candle (Kennel/Kendall) families that are shown in [Figure 0159](#). He and Mr. McKenzie have jointly researched the area shown in Figure 0159 to a far greater extent than can be summarized in this book. Despite this knowledge, the information provided in this chapter is a mere starting point for any future study of the Hay’s Mill Path in the vicinity of Wellersburg.

The Reiber farm

On the road in the upper left on the 1818 map ([Figure 0159](#)), the “*Rivers*” home is the previously mentioned farm of Mr. Dietle’s ancestor Jacob Reiber, Senior, and the location of the River Cemetery. That cemetery is located along the present-day Shirley Hollow Road. The road between the Rivers farm and Cooks Mill on the 1818 map must correlate generally to the present-day Shirley Hollow Road. The River farm is correctly shown as straddling the top of Savage Mountain on the 1818 map, and appears as the diamond-shaped survey on the W.P.A. map of [Figure 0296](#).

On the 1818 map, the principal route is shown to cross the north branch of Jennings Run. This suggests that the abandoned parallel routes on [Figure 0510](#) (marked with green dots and small blue circles) may have been the 1818 route, because they crossed the creek. Of course, they could be

⁴⁶⁴ Printed as “*Carns*” on the derivative 1830 Melish map ([Figure 0784](#)).

logging roads; field investigation has not been performed. The location of the “*Falls*” might help to determine the general location where the 1818 road crossed the north branch of Jennings Run.

Grandview Drive

Wallace may have been slightly mistaken in his description of the local route of the Hays Mill Path. This possible mistake is at the location known locally as the “*board yard*”⁴⁶⁵ or “*board pile*”⁴⁶⁶ or “*Dom’s Curve*” ([Figure 0594](#)), where present-day Grandview Drive⁴⁶⁷ joins Route 160. Wallace believed that the “*Hays Mill Path*” followed Route 160, and the “*so-called Cumberland Road*” followed what is now known as Grandview Drive, and then followed the Gladdens Run water gap through the Little Allegheny Mountain to connect with the Warriors path at Palo Alto. (The area known as Palo Alto is at Latitude 39.763802°, Longitude -78.750043°.)

Based on [Figure 0159](#) and [Figure 0160](#), it seems likely that the Hays Mill Path followed what is now known as Grandview Drive, and then Wallace’s “*so-called Cumberland Road*” followed the general course of the present-day Palo Alto Road (State Route 2013). We probably have a bit of an unfair advantage over Wallace in this regard, because of our familiarity with the area represented by Figures [0159](#) and [0160](#). Even if Wallace had studied the Melish-Whiteside map, he would not have been familiar with the sites of the various mills and family farms. What follows is a brief preliminary analysis of [Figure 0159](#).

The 1818 Troutman farm

The historic Troutman Farm is located along Grandview drive. A small log house, now lost to the degeneration of time, was once located there. Photocopied images⁴⁶⁸ of the structure are provided in Volume one of Roger and Mona Huffman’s 2005 book “**A Look At Southampton Township Pennsylvania The Way It Used To Be!**”⁴⁶⁹. The structure appears to be made from hewn timbers, and had a stone chimney. According to the 1949 book “**Genealogy of Michael Korns, Sr. of Somerset County, Pennsylvania**”, this farm was deeded to William Troutman, Junior⁴⁷⁰ on December 22, 1818, and bordered his father’s farm. According to the 1884 book “**History of Bedford, Somerset and Fulton Counties...**”:

William Troutman was born in 1792, on the farm of his father, William Troutman, who was one of the early settlers of Southampton township. William, Jr., was a soldier of 1812. He followed farming, and died in 1881. His wife was Christina Korns...

⁴⁶⁵ According to Melvin Korns, who calls the location the “*Board Yard*”, it is where the planks were stored for the plank road. An individual who lives not too far above Grandview Drive, and calls the location the “*Board Pile*”, also said that he had heard that the boards from the plank road were stored there. Lester Korns indicates that one of his ancestors helped with the plank road from the board yard location, and indicates that the boards were stored near where Cabin Hill Road (formerly Rinker Road) terminates on Grandview Drive.

⁴⁶⁶ In 2010 Francis Bridges told us of a local tradition that the last bison in the area was killed there. There are several such traditions that have survived pertaining to the last bison killed in various parts of Somerset County.

⁴⁶⁷ The name “*Grandview Drive*” was proposed by Mr. Dietle’s Aunt Dolores Korns, and accepted after review by others. The name was based on the Troutman’s Grand View farm that is located along the road. The road was named when a formal name was needed due to the advent of the 911 emergency system.

⁴⁶⁸ The original photos of the Troutman cabin are believed to be in the possession of Somerset County Planning Commission, as part of the source material for the 1988 document “**A Selection of Significant Structures**”.

⁴⁶⁹ Mr. Dietle believes that the Huffman’s book is wrong when it states that the Troutman farm was once owned by his great-grandfather John Wilson Korns. John Wilson “*Wilse*” Korns was born in 1858, died Sept 13, 1926, and lived in a house at Latitude 39.761377°, Longitude -78.826038°.

⁴⁷⁰ According to the Korns book, William Troutman, Junior married Christina Korns, the eighth child of Michael Korns, Senior, and was born on his father’s farm in 1792.

On the farm owned by William Troutman, Jr., four hundred or five hundred yards from the house, there are a number of Indian graves. The surrounding land, a space of ten acres, was an old clearing, as far back as the memory of the oldest resident extends, and is supposed to mark the site of an Indian village or camping-ground.

The last quoted paragraph was repeated verbatim in the Korns book. The Indian village site was excavated by the W.P.A. during the winter of 1937 to 1938, and dated to circa 1275 A.D. Human remains from 50 burials were found. A site map made in 1942 by Edgar Augustine depicts a large palisaded village, and post holes from the sites of 23 dwellings. [Figure 0910](#) is a 2013 photo taken from Latitude 39.760226°, Longitude -78.844411° looking generally east-northeast, showing the field where the Indian village was located.

[Figure 0628](#) is a W.P.A. photo that shows how Grandview Drive appeared during the winter of 1937 to 1938. [Figure 0629](#) shows a circa 1949 photo of the Troutman farm, [Figure 0778](#) is a 1915 map that has been marked up to show the location of the farm. [Figure 0630](#) is a 1939 aerial photo that shows the board yard, Grandview Drive, and the Troutman farmstead. From this photo, the location of the log house is believed to be approximately at Latitude 39.759026°, Longitude -78.843542°.

Down the mountainside

The main road to the Korns residence in [Figure 0159](#) apparently is today's Grandview Drive. The issue of where the road came down the mountainside from the Corns place to the Harding place is far from settled. Depending on which Korns farm [Figure 0159](#) illustrates, the route from the Corns place to the Harding place might be either the old Felty Hill Road ([Figure 0650](#)), the old Kennels Mill road, or Long Lane and the East Mineral Street Extension, or some lost and forgotten road. The possibility that Long Lane and East Mineral Street ([Figure 0778](#)) were part of the route is supported by the 1829 Michael Korn estate draught ([Figure 0160](#)), where the antecedent to the present-day Long Lane is referred to as the "*Road to Berlin*", and the antecedent to the present-day East Mineral Street Extension is identified as the "*Road to Cumberland*". (The 1818 Melish map and the 1829 Korn estate draught predate the creation of the Somerset and Cumberland Turnpike, which was chartered in 1832.)

The kink in the road above the Wellersburg area Hays mill may correspond to the first major bend in present-day Route 160 that is encountered north of Mutt's brick store. Mr. Dietle's ancestor Isaac Harden appears in the 1800 Londonderry Township list of taxables. The "*Harding's*" home on the map may be the place that Isaac Harden bought in 1813. If so, then the road between Harding's and Corns' may be the old abandoned route of the Felty Hill Road. If so, then "*Corns*" was Daniel Korns, Senior. The problem with this theory is that the two versions of the old Felty Hill Road branched off from Grandview Drive between the Troutman farmstead and the Daniel Korns, Senior farmstead, rather than right at the Korns farmstead, as [Figure 0159](#) illustrates. [Figure 0778](#) shows the location of the farms, and Felty Hill Road. Is the location of the Korns farm mis-illustrated? Did a Korns own the Troutman farm in 1818? Or did a road actually head south from the Daniel Korns, Senior farm?

According to the Korns book, William Troutman, Junior did not purchase the farm until December 22, 1818 (Deed Book Volume 8, Page 478), and he bought it from his father, rather than from a Korns. It is not known for certain where Daniel Korns, Senior was living in 1818, but the 1829 Michael Korn estate draught ([Figure 0160](#)) shows that by 1829 Daniel Korns, Senior owned the

present-day (2013) David Korn's farm that is located at the corner of the Palo Alto Road and Long Lane. According to tradition, Daniel Korn, Junior, who was born circa 1820, was born in a house that was located just north of the Cook Cemetery, approximately at Latitude 39.740735°, Longitude -78.836303°. This is on the Michael Korn, Senior farm depicted in [Figure 0160](#), and suggests that Daniel Korn, Senior may also have been living on his father's farm two years earlier in 1818. The Korn's residence on the 1818 map remains confusing.

[Figure 0161](#) is an 1841 map that shows the location of the Hardin farm relative to the known Daniel Korn, Senior farm. [Figure 0631](#) is a 1939 aerial photo that shows two versions of the Felty Hill Road, two versions of the Palo Alto Road, and the location of the Daniel Korn, Senior farm. Circa 1876, the Felty Hill road was a combination of the yellow and red routes that came out on the old alignment of the Palo Alto Road. The yellow route meets Grandview Drive at Latitude 39.752539°, Longitude -78.844178°, and the red route meets Grandview Drive at Latitude 39.755051°, Longitude -78.845068°.

Korns

The "*Corns*" residence on the 1818 map must be the farm home of Michael Korn or his son Daniel, Senior. No other Korn individual owned property in Southampton Township at the time, according to extensive tax records and other information in the 1949 book "**The Genealogy of Michael Korn, Sr. of Somerset County Pennsylvania**". Mr. Dietle is a descendent of these men, and has researched and visited both farms. Regardless of which Korn's home is shown, either one identifies the road running toward it from the north as being some type of antecedent to the road that is presently known as Grandview Drive. Long Lane turns into Grandview Drive when it reaches the Daniel Korn farm location that is shown on [Figure 0160](#). In other words, the name changes where the road crosses the present-day Palo Alto Road (State Route 2013).

Analysis⁴⁷¹ of the more northerly portions of the 1818 map (not shown on Figure 159) indicates that the road that goes straight through north of Grandview Drive was the antecedent to the old Rinker Road,⁴⁷² which is presently known as the Cabin Hill Road ([Figure 0929](#)). It had the appearance of an abandoned road when Mr. Dietle walked it as a youth, but it is presently in regular use. That youthful walk sparked his awareness of, and interest in, the early local road network. The first inkling that roads were not permanent things occurred when Mr. Dietle encountered his grandfather Allen Korn's altering the route of Walnut Lane circa 1959.

Kennell/Kendall

The "*Candles*" home on the 1818 map is that of the family we now know interchangeably as Kennell or Kendall. Mr. Dietle, who is descended from this family, suspects that "*Candles*" is the farm that is shown as the A. Getz place on the Beers 1876 map of Southampton Township ([Figure 0035](#)), where the Getz Cemetery is located⁴⁷³. Many Kennell family members are buried there, and Henry Kennell (1768-1846) is said to be buried there, although his grave marker apparently has been lost or removed.

⁴⁷¹ For example, compare the 1939 W.P.A. warrantee survey map of Southampton Township to present-day roads and property boundaries.

⁴⁷² Lester Korn, who was born December 5, 1909, tells the story of returning from butchering one night on Rinker Road. He was riding a Belgian horse, and had his butcher knife wrapped in newspaper, when he heard a panther scream. Frightened, he spurred his horse into a run, unwrapped the butcher knife for protection, and clenched it for the ride home.

⁴⁷³ The Getz Cemetery is located at Latitude 39.735455°, Longitude -78.81228°.

According to Volume III, pages 375 and 376 of the 1906 book “**History of Bedford and Somerset Counties...**”:

The Kendalls originally came from Germany, and at an early date settled in Maryland, at Hagerstown, where Christian Kendall ... was born. He was a farmer by occupation, and a man of integrity and strong character. In religious faith he was a Lutheran, and politically was a Whig. He married Hannah Leydig, and to them were born twelve children...

The Getz place is along present-day Long Lane, at the end of a farm lane that is now known as Hartland Road. The old farmhouse is located at Latitude 39.736267°, Longitude -78.813829°, and an old, well-preserved log barn is located nearby at Latitude 39.735966°, Longitude -78.813177°. The Beers 1876 map of Southampton Township shows the western end of what is now known as Long Lane going past “*F. Kasselroot*” to, but not crossing, the Bedford County line. That road is presently known as Hasselrath Lane. Mr. McKenzie’s father told him that at one time Hasselrath Lane crossed over Little Allegheny Mountain, and went down to Stringtown. While the 1876 Beers atlas does show the road continuing along the top of Little Allegheny Mountain in the direction of Stringtown, the 1818 map ([Figure 0159](#)) obviously illustrates a much more direct route toward the location of Tomlinson’s mill, because the route enters Bedford County so close to the state line. An apparent variation of this route that crosses the Mason-Dixon line, and does not enter Bedford County, is shown on the 1822 Melish map of Pennsylvania ([Figure 0642](#)). When the Hasselrath Lane route was established is unknown. A traveler on this route would have passed the site of Tomlinson’s Mill on the way to Cumberland, so it may even be a viable candidate to be a variation of the Hays Mill Path. The fact that this road and others are sketched as generally straight lines on the 1818 map indicates that they are not actually drawn from a detailed survey. Of the surveys in the southeastern corner of the 1939 W.P.A. map of Southampton Township ([Figure 0296](#)), only the George Cook Survey (Book C-38, Page 100) could be found. It does not describe a road.

Hays mill in the vicinity of present-day Wellersburg

The site of the Hays mill shown on the 1818 map has been located through research and local interviews. It was located along **the North Branch of Jennings Run**, approximately at Latitude 39.728043°, Longitude -78.849129° ([Figure 0643](#)). The site is now part of Richard Witt’s yard. Mr. Witt’s house is located west of (behind) the Mutt Witt brick store that is located along Route 160.

Our research suggests that the 1818 Hayes mill at the location of present-day Wellersburg was originally Jacob Korn’s mill, then Jacob Hay’s mill, then William and Daniel DeHaven’s carding mill⁴⁷⁴, then George Weller’s mill, which Weller lost to fire in 1837. As noted above, Jacob was the son of Simon Hay, and George Weller married Jacob’s sister. According to an 1805 Southampton Township tax list in the 1884 book “**History of Bedford, Somerset and Fulton Counties Pennsylvania**”, Jacob Korn already had his “*mill and sawmill*” by then.

Ule’s mill in the vicinity of present-day Wellersburg

The Ule’s mill shown on the 1818 map is a stone building ([Figure 0099](#)) that is still standing along the east side of present-day Route 160 (Latitude 39.724493°, Longitude -78.846460°) opposite Witt Hill Road. According to Volume II, page 683 of the 1906 book “**History of Bedford and Somerset Counties...**”, “*Jacob Uhl built the second gristmill in the township in 1810. In later years this has been known as the Reitz mill.*” Volume 3 of the same book states:

⁴⁷⁴ See Volume 2, page 683 of the 1906 book “**History of Bedford and Somerset Counties...**”.

(II) Jacob Uhl, son of Conrad Uhl, was born in Berks county in 1760, married Maria Cochenbach, and with her started for the western settlements, locating near what is now known as Wellersburg, Somerset county, Pennsylvania, although then a part of Bedford county. There he made a clearing for a farm, built one of the early wayside inns or taverns, and operated a gristmill.

(III) Charles Uhl, son of Jacob (2) and Maria (Cochenbach) Uhl, was born on the homestead near Wellersburg in 1804, and lived there until his death in 1871, having succeeded his father in title to the farm and mill.

South of the kink correlates well to Route 160

From the mill locations, one can tell that the road section south of the kink in the road on the 1818 map correlates well to present-day Route 160, which is also known as the “Cumberland Highway” and the “Plank Road”.

Conclusions from the 1818 map

The main thing to be learned from the 1818 map is that the then-existing route seems to follow the antecedent to Grandview Drive. Somewhere before reaching the Getz place, the route dropped down the hillside toward the present-day Wellersburg area. Somewhere north of Mutt’s brick store, the 1818 road seems to begin following a route that is similar to present-day Route 160.

The location where the 1797 route crossed into Maryland

The 1906 article quoted above references “*what in those days was known as Korn’s mill, in Southampton Township.*”⁴⁷⁵, and states that the surveyors crossed the Mason-Dixon line about 75 rods west of the 165th milestone. According to the overlay map of [Figure 0025](#), that is about where the present-day Maryland Route 47 (Pennsylvania Route 160) crosses the Mason-Dixon line.

Do not be misled by present-day Mason-Dixon line monuments. The original monument numbers are no longer used, and the monuments have not been evenly spaced for many years. For example, in 1917, monument 174 ([Figure 0260](#)) was recorded as being alongside Pennsylvania Route 160, and monument 175 was reported to be only about one half-mile west of that ([Appendix 0076](#)).

Mason and Dixon’s June 10, 1766 letter to Governor Sharpe indicates that surveying stopped at mile 165 at the foot of Savage Mountain in 1766, stating:

We have continued the line 165, which reaches to the Foot of Savage-Mountain, one of the Ridges of the Allegany Mountains: here we set up the Sector (yesterday,) and intend to begin to return when we have finish’d our observations.

⁴⁷⁵ This would be a reference to one of the Jacob Korn mills. The Korn’s mill locations were actually in Bedford County in 1797, and the area they were in did not actually become Southampton Township, Somerset County until 1800 (“**Pennsylvania Statutes at Large**”, Chapter MMCXI, “*An act to annex part of Bedford County to the County of Somerset*”, passed March 1, 1800). Our extensive research on the gristmill indicates that it was almost certainly located just west of Mutt Witt’s small Wellersburg area brick store, in Richard Witt’s present-day yard ([Figure 0643](#)).

From the state line to Barrelville

[Figure 0047](#) is an August 4, 1804 plat that was prepared by surveyor Ninian Cochran.⁴⁷⁶ The plat depicts a road survey that clearly represents the antecedent to the present-day Route 47 (Barrelville Road NW) that extends from the Mason-Dixon line to the Turkey Foot Road at the location of present-day Barrelville. The bend in the road that is marked “A” is a point one mile from the Turkey Foot Road. That is the spot where Route 47 currently crosses Jennings Run at the Barrelville Outdoor Club. The plat indicates that the sketched road path intersects a then-existing road from Somerset to Cumberland, as follows:

By virtue of an order from the Levy Court of Allegany County at their august Session 1803 to Charles Uhl Daniel Logue and John Grate, as commissioners to lay out a road from the Turkey foot road near the fording a Robert Parkers on the north fork of Jennins run Intersect a road at the Pennsylvania [line] leading from the Town of Somerset in Pennsylvania to the Town of Cumberland in said county, I therefore certify that I have carefully surveyed and laid down the aforesaid Road under the direction of the commissioners as the above Plat and table of courses will show, Beginning at A and running with the Black Plain lines shaded with yellow No 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 B at the Pennsylvania line near Thos Elwells dwelling house at the road leading from Somerset to cumberland surveyed the 4th day of August 1804.

The route⁴⁷⁷ depicted on the 1804 plat would have been important to farmers in southern Somerset County⁴⁷⁸. It would have allowed them to take farm products southward to markets in Cumberland, and to markets along Braddock’s road and the subsequent National Road⁴⁷⁹. It also provided a route for hauling purchased items back to their farms.

In this regard, Volume II, pages 212 to 214 of the 1906 “**History of Bedford and Somerset Counties...**” describes the Somerset County impact of the National Road as follows:

While but a few miles of this one-time great thoroughfare are within Somerset County...it is not probable that the road is anywhere as much as three miles distant from the southern boundary of the county. It was, therefore, the outlet for our southern townships, both to the east and the west.

⁴⁷⁶ According to Storey’s 1907 book “**History of Cambria County, Pennsylvania**”, Mary Park emigrated from Ireland with her family in 1794, and “married Ninian Cochran, a surveyor of Cumberland, Maryland, and in 1827 returned to Johnstown...” According to Swank’s 1910 book “**Cambria County Pioneers**”, “Mary Park, who married Ninian Cochran, removed to Johnstown about 1827, after the death of her husband. ... Mrs. Cochran died at Johnstown in 1834.” According to Scharf’s “**History of Western Maryland**”, a Ninian Cochran was the Allegany County surveyor from 1813 to 1821 and from 1823 to 1843. Any attempt to reconcile this conflicting information would require additional research.

⁴⁷⁷ Pages 208-210 from the 1906 “**History of Bedford and Somerset Counties...**” ([Appendix 0053](#)) describe the “**Somerset and Cumberland Turnpike**” that ran from Somerset, and through Wellersburg in accordance with an 1832 charter. This road included the road from the 1804 survey. Circa 1850 to 1854, the turnpike was turned into a plank road by the Wellersburg and West Newton Plank Road Company. This road is today known as Route 160, or alternately, as the Plank Road. Page 323 of Lowdermilk’s 1878 book “**History of Cumberland**” ([Appendix 0054](#)) tells of an 1832 meeting to build a Maryland road to meet the Somerset and Cumberland Turnpike at the state line.

⁴⁷⁸ For example, the items sold at the December 8, 1824 estate sale of Michael Korn, Senior show that he was engaged in commercial activity that allowed him to generate locally significant wealth, and show that he had access to various commercially manufactured goods. Michael Korn lived in southern Southampton Township, Somerset County, Pennsylvania and had access to Cumberland via the Hays Mill Path and the Turkey Foot Road. A surviving Maryland real estate record indicates that he had business dealings with Cumberland, which was the nearest significant commercial center. His estate sale is documented in the 1949 book “**The Genealogy of Michael Korns, Sr. of Somerset County Pennsylvania**”.

⁴⁷⁹ [Appendix 0037](#) is an article from the 1906 “**History of Bedford and Somerset Counties...**” about the Braddock and National roads.

Their produce found its way eastward to Baltimore over this great highway and all goods and merchandise that were brought into that part of the county came over the same route....Almost every mile of the road had its tavern, or public house. ... There were also some taverns that were both tavern and drove stands, for the feeding of the multitudes of animals of all kinds that were on the road at all times, vast quantities of hay, oats and corn were required. In those days not very much corn was raised in Somerset county, but oats was a staple crop, and because of the ready market for it that was found all the way from the Great Crossing at Somerfield to Cumberland, most of the farms in Addison, the two Turkeyfoots, Elk Lick, Summit, Brothersvalley and other townships were devoted to the raising of it. It brought ready money...

A related 1801 petition

The 1804 plat was preceded by a related petition that was considered by the November 1801 session of the Maryland Legislature, as shown by [Appendix 0030](#). The legislature left the following record:

A petition from sundry inhabitants of Allegany county, praying an act may pass to lay off a public road from the Turkeyfoot road, at Robert Parker's, to the Pennsylvania line, to intersect the road leading from Somerset, was preferred, read and referred to Mr. Cresap, Mr. Simkins and Mr. J. Tomlinson to consider and report thereon.

This explains the August 4, 1804 road survey plat that was prepared by surveyor Ninian Cochran.

Earlier maps

The 1755 Lewis Evans map ([Figure 0003](#)) and its derivative, the 1776 Sayer and Bennett map of the middle British colonies ([Figure 0639](#)), both suggest that the route may have come through the sites of present-day Barrelville, Maryland and Wellersburg, Pennsylvania in the 1755 to 1776 time frame. The 1776 map clearly shows the route branching northward from the Turkey Foot Road, and the most logical place for that branching to occur is the valley between Savage Mountain and Little Allegheny Mountain, at Barrelville.

A log tavern and a wagon maker's shop near the state line

The Maryland Inventory of Historic Properties "site inventory form" AL-V-B-073 describes a two-and-a-half-story log tavern located along the east side of Route 47 near the state line. The tavern ([Figure 0940](#)) has been converted into a home, and the owner in 1977 was Oscar Lepley. The tavern, which has a full-length, five-bay front porch, is located at Latitude 39.722358°, Longitude -78.844895°. It is the first house south of the state line.

According to AL-V-B-073, the next home to the south is a two-story frame building that was originally a wagon maker's shop. As originally built, there were large doors on the rear of the structure to accommodate the wagons. The building has since been converted into a home ([Figure 0941](#)). The building is located on the east side of Route 47 at Latitude 39.721828°, Longitude -78.844681°. The estimated construction date of both the wagon maker's shop and the nearby log tavern is the first quarter of the nineteenth century.

According to local tradition, there was a mine-related blacksmith shop and livery stable located in the vicinity of the first bridge north of Barrelville.⁴⁸⁰

⁴⁸⁰ Related by Francis Bridges of Barrelville.

More recent items of interest along Route 47

The last panther

Barrelville resident Francis Bridges provided the following story in March 2010. It references Oscar Lepley's house, which can be seen in the left-hand image of [Figure 0260](#). Mr. Bridges, who was born in 1940, wrote:

*When I was a child, I would listen to the old people talk about hunting. ... I heard that the last Eastern Cougar (Panther) seen in this area was near the State Line Road across from Oscar Lepley's house. I never heard of it being killed or when it was seen.*⁴⁸¹

The Naked Dog Inn

Local area resident Wilbert Paul stated that there was an inn near Wellersburg that was known as the "Naked Dog Inn". The house was there when he was a child, but is now gone. That inn was owned by one of Mr. McKenzie's Wilhelm ancestors, and was located about one-quarter mile above the present-day sportsman's club, on the west side of Route 47 just north of where Route 47 crosses Rush Run ([Figure 0021](#)). Mr. McKenzie's neighbor B. Wilhelm said that it burned down on a Christmas Eve.

Francis Bridges remembers it as the "Naked Dog Saloon", and bases that name on a faded sign that was still visible when it was being used as a residence during his youth. With his help, the approximate location of the building has been established as Latitude 39.716987°, Longitude -78.841804°, which is between Mr. Wilhelm's trailer and Route 47.

The brick kilns along Route 47

"Brick kilns" are shown on the west side of the road on the 1875 map of [Figure 0045](#). Francis Bridges lived at that location (Latitude 39.706093°, Longitude -78.842383°)⁴⁸² when growing up, and reports that anytime his family would need to dig a hole for something they would run into bricks. Mr. Bridges reported that the kilns were located below his present house, and above the area of Reed Road in Barrelville.

Another local industry along Route 47, the Hamilton Brick and Tile Company, is described in some detail in the 2004 document "*Phase I Archaeological Survey of MD 47 over the North Branch of Jennings Run Allegany County Maryland*" by the Maryland State Highway Administration, Project Planning Division (Archaeological Report Number 312, Project Number AL699A21).

⁴⁸¹ One night in the 1940s, Mr. Dietle's father Roy (born 1932) was bicycling home from watching movies at Sam Baer's store on Warren's Mill Road (they projected the movies onto a sheet). Along White Oak Hollow Road in Larimer Township, a panther screamed at him from near the edge of the road, which encouraged him to pedal much faster.

⁴⁸² The coordinates are for the house where Francis grew up. His grandfather lived in the house next door, to the north.

