

# Cover Sheet

## Overview

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

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

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

L. Dietle

August 23, 2026

## 21. The road came down to the valley near present-day Barrelville in 1793

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### Figuring out where to look

The route of the Turkey Foot Road was not static and unvarying over time. The 1804 plat presented in Chapter 17 proves that an 1804 alteration to the Mount Savage area route included a significant portion of the Bald Knob Road, and a portion of the Old Mount Savage Road. This chapter lays some of the groundwork that is necessary to establish the Mount Savage area route variations that existed before and after 1804.

According to Wallace's local guide Jack Pyle, what was called the Turkey Foot Road during Pyle's father's lifetime was the antecedent to Route 36 between Mount Savage and Barrelville. In the late eighteenth century, the Turkey Foot Road had a much different route. It came down to the Jennings Run valley east of the present-day Woodcock Hollow Road, near the location of present-day Barrelville, as this chapter explains. Before we could even start hunting for the road, we had to figure out where to look.

### A 1793 session law mentions the Turkey Foot Road

A law in the 1793 "**Laws of Maryland**" titled "*An Act to establish the road from the Turkey Foot Road towards Braddock's road as a public road, and for other purposes therein mentioned.*" ([Appendix 0041](#)) states:

*WHEREAS Sundry inhabitants of Allegany county, by their petition to this general assembly have set forth, that there hath been a road from the Turkey Foot road, above the fork of Jennings's Run, leading up the said run by Oswalt's saw-mill to the foot of Mount-Pleasant, and from thence until it intersects Braddock's road at a tract of land called The Mountain, and that, it never having been made a public road by law, they are deprived of the benefit and utility of the same...*

The overlay map of [Figure 0025](#) shows that in 1787 a tract of land known as "*Mount Pleasant*" was located between the sites of the present-day towns of Frostburg and Mount Savage. That tract encompassed the mountain that lies on the west side of the portion of Jennings Run that runs from Frostburg to Mount Savage. The 1787 Veatch map ([Figure 0026](#)) of Deakins' survey shows that "*The Mountain*" tract was about five miles due south of the state line, which would be just south of Frostburg. This is harmonious with Middleton's 1847 map ([Appendix 0075](#)) of Atkinson's study of the route of Braddock's road, which shows that Braddock's road passed south of the eventual location of Frostburg<sup>487</sup>. Although the town of Frostburg was known as "*Mount Pleasant*" in the early days<sup>488</sup>, the town probably did not yet exist in 1793.

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<sup>487</sup> Cumberland Road historian Steve Colby has unraveled some of the route of Braddock's road in the Frostburg area.

<sup>488</sup> According to page 1477 of Scharf's 1882 book "**History of Western Maryland**", "*Meshach Frost was the first postmaster, and on his appointment the government changed the name of the town from Mount Pleasant to Frostburg*". The 1822 Lucas map ([Figure 0086](#)) and the 1836 Tanner map still show the town as "*Mount Pleasant*". The 1843 "*Map of the county west of Cumberland towards the Ohio river, showing the various lines surveyed or reconnoitred [sic] for the*

The “*fork of Jennings’s Run*” phrase fits with the Barrelville area, where the North Branch of Jennings Run joins Jennings Run. The phrase “*above the fork of Jennings’s Run*” simply means uphill (i.e., upstream) from the North Branch of Jennings Run. Therefore, the quoted paragraph indicates that in 1793 the Turkey Foot Road came down from the Arnold’s Settlement area to the Jennings Run valley west of where the North Branch of Jennings Run joins Jennings Run, and east of Oswalt’s sawmill.

## Where was Oswalt’s?

Michael Oswalt<sup>489</sup> is the only person with a last name of Oswalt or Oswald to be found in the Allegany County Circuit Court “*Land Surveys and Condominium Plats*” files. His earliest county property records are for Deakins’ survey lots 3377 and 3379, which lay along Jennings Run just west of the present-day location of Barrelville.

Deakins’ list identifies settlers that were found west of Fort Cumberland during a 1787 government sponsored survey. Elisha Logsdon was found on lot 3377, and Samuel Durbin was found on lot 3379. They did not hold patents to those lots from the state; therefore, their only right to the properties would have been the informal “*Tomahawk Claim*” and improvement right<sup>490</sup>. Maryland gave the Deakins’ list settlers the right to patent the property they were living on<sup>491</sup>, but Logsdon and Durbin did not patent lots 3377 and 3379. Instead, they either sold their claims, or else simply abandoned the lots.

Oswalt patented lots 3377 and 3379 in November 1796 (Patented Certificate 1483). Patenting a tract of land involved paying the state in order to purchase a legal right to the initial land title (the “*patent*”). While it is true that Oswalt did not patent lots 3377 and 3379 until after the 1793 session law, it was extremely common for settlers in the area to procrastinate for years before paying the state for land they were already using. For example, Mr. Dietle’s ancestor Michael Korn was found living on lot 3356 in 1787, but did not patent it until 1802 ([Figure 0131](#)), even though the law<sup>492</sup> said that he had to have it paid for by September 1, 1791.

The 1874 map of [Figure 0414](#) identifies lots 3377 and 3379 as being just west of Barrelville. The overlay map of [Figure 0025](#) shows approximately where those lots were located, relative to present-

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*extension of the Baltimore & Ohio Rail Road to its western terminus*” shows the town name as Frostburg. The tombstone of Meshach Frost ([Figure 0905](#)) is located in Frostburg at Latitude 39.656983°, Longitude -78.927417°, and a nearby historical marker includes photographs of him and his wife.

<sup>489</sup> The following information was provided by Patricia McHenry. Michael Oswalt was a Lieutenant under Cornelius Devore during the Revolutionary War, and was Edward Grimes’ son-in-law. He moved to Wharton, Fayette County, Pennsylvania sometime after 1810. He later migrated to Perry Township, Stark County, Ohio, where he served as a member of the Ohio House from 1816 to 1819, and as a member of the Ohio Senate from 1820 to 1822.

<sup>490</sup> Volume 2, page 90 of the 1906 book “**History of Bedford and Somerset Counties...**” states: “*The improvement right or claim was considered legal, and was looked on as being just and respectable. A tomahawk claim, unless followed by speedy settlement, was usually looked on and treated with contempt.*” Page 103 of the same book states: “*...many of the settlers were poor and could not at the time pay the necessary fees and expenses to have their lands surveyed. They simply held them under improvement rights, their being on them and in possession being usually looked on as a sufficient title to keep others off.*”

<sup>491</sup> As documented beginning near the bottom of page 350 of Volume 204 of the “**Laws of Maryland 1785-1791**”, an act was passed on December 23, 1788 that allowed settlers already living on the land to purchase it. The act, Chapter XLIV, is titled “*An act to dispose of the reserved lands westward of Fort Cumberland, in Washington county, and to fulfill the engagements made by this state to the officers and soldiers of the Maryland line in the service of the United States.*” (Allegany County was formed from Washington County on December 25, 1789; see page 1344 from the book “**History of Western Maryland**”).

<sup>492</sup> Chapter XLIV, passed December 23, 1788 (Pages 350 to 354, “**Laws of Maryland 1785-1791**”, Volume 204).

day roads and streams. It seems logical to assume that Oswalt's sawmill was on or near one of those lots.

***It was common for many generations to use the same mill race***

The authors of this book have traced enough local mills to know that a given millrace was often used by several succeeding generations of people. Millraces were very hard to dig, and it only made sense to continue to use existing ones whenever possible, rather than dig new ones. For example, Jacob Uhl's circa 1810 gristmill<sup>493</sup> ([Figure 0099](#)) that is shown in the vicinity of Wellersburg, Pennsylvania on the 1818 Melish-Whiteside map of Somerset County was still known by the Uhl family name in 1875<sup>494</sup>, was being operated by Herman Reitz circa 1884<sup>495</sup>, and at some point became known as "*Reitz & Brothers Wellersburg Mills*"<sup>496</sup>.

***Jonathan Arnold's gristmill probably used Oswalt's old mill race***

Jonathan Arnold had a mill, according to an 1853 indenture (Nicholas Berkhard to John Kelley) from pages 242 to 243 of Allegany County deed book 9, which reads:

*...being all that part of a tract of land called "Bear Camp" and conveyed by Francis Dean & Mary, his wife, to Thomas Keenan by deed bearing date the 9th day of January 1841, and subsequently conveyed by said Thomas Keenan & Elizabeth, his wife, to said Nicholas Berkard, by deed bearing date the 18th day of November 1844 both of which said deeds were duly recorded in the Clerks Office of Allegany County which said Lot or parcel of land is South of a County road leading from Jonathan Arnold's mill, passing the Catholic Church, to the National Road: Beginning for said lot or parcel of land at an oak sapling on the South side on said road at the end of the thirty seventh line of the said Arnold's land where it intersects, said road about sixty feet of the point where the Bruehburg road diverges from the said County road, and running thence with the said county road until it intersects the Western line of said tract of land called "Bear Camp" to the place of beginning so as to include said tract of land called "Bear Camp" lying South of said county road...*

Jonathan Arnold's 1842 "*Union of Tracts*" deed ([Appendix 0042](#)) shows that line 37 was the western line on the Level Ridge tract. Although the "*National Road*" reference is confusing, the "*Catholic Church*" and "*Bear Camp*" references seem to make clear that the "*County road*" was the antecedent to the road that runs past the Catholic Cemetery (Mile Lane). This analysis of the 1853 indenture makes clear that Jonathan Arnold's Mill was south of the well-known "*Bear Camp*" tract that is shown on [Figure 0025](#).

Because millraces were so very laborious to dig, at the very least it seems reasonable to suspect that Arnold's gristmill was located at or near the site of Oswalt's 1793 sawmill, and used part or all of the same millrace.

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<sup>493</sup> Page 683 of the 1906 book "*History of Bedford and Somerset Counties...*" states: "*Jacob Uhl built the second gristmill in the township in 1810. In later years this has been known as the Reitz mill.*"

<sup>494</sup> The 1875 map of Allegany County, Maryland ([Figure 0045](#)) shows that the Pennsylvania mill identified as Ule's Mill on the 1818 Melish-Whiteside map of Somerset County, Pennsylvania was still known by the same family name in 1875.

<sup>495</sup> Page 578 of the 1884 book "*History of Bedford, Somerset and Fulton Counties Pennsylvania*" states: "*Jacob Uhl erected the second gristmill in the township, about 1810, on land now owned by Eli Shaffer. This mill is now run by Hertman Reitz.*"

<sup>496</sup> The name "*Reitz & Brothers Wellersburg Mills*" is known from a flour sack stencil ([Figure 0101](#)) that was found in the abandoned mill.

### ***County road and National Road implications***

In the above quote, the fact that the road past the cemetery was called a “*county road*” in 1853 seems significant. At the very least, it indicates that the road past the old Archibald Arnold place (today’s Robison’s farm) was no longer consistently being called the Turkey Foot Road in 1853. Since Jack Pyle’s father knew a different route as the Turkey Foot Road in what would have been the second half of the 1800s or early 1900s, the above quote may indicate that the through route called the Turkey Foot Road had already changed by 1853.

The “*National Road*” was obviously a route north of the “*Catholic Church*” (i.e., north of the site of Saint Ignatius Cemetery), and is probably related to the “*McKenzie Route*” or the “*Mule Field*” route that are described in Chapter 23. This “*National Road*” may also be related to the 1808 “*U.S. Road*” along Whites Creek that is described in Chapter 32. The “*National Road*” appellation suggests that at least a portion of what had previously been known as the Turkey Foot Road received federal funding at some point for construction or repair. In other words, perhaps a route that ran from the Arnold’s Settlement area to the present-day site of Listonburg, Pennsylvania was somehow federally funded. This conjecture would make an interesting topic for future research. The “*National Road*” statement may also refer to the route taken by the stagecoach route, which may have followed the Old Mount Savage Road. The most promising possibility may be that the “*National Road*” description may reference the fact that the Turkey Foot Road was cut by the fledgling United States government in 1779.

### ***Jonathan Arnold’s mill location is known***

Jonathan Arnold’s 1842 “*Union of Tracts*” deed ([Appendix 0042](#)) shows that he owned many different tracts of land at the time, including lots 3377 and 3379. A local area resident, Mr. Francis Bridges, reported in 2009 that Arnold’s Mill<sup>497</sup> was on the north side of Maryland Route 36, across from the Woodcock Hollow Road, and the race is still there. Page 104 of Amanda Paul’s book “**Mount Savage**” has a photo of Arnold’s Mill from the Mount Savage Historical Society, and states that it was located at the end of Woodcock Hollow Road along the antecedent to Route 36. [Figure 0132](#) is a copy of the same photo that the Mount Savage Historical Society provided for this book. The terrain in the photo matches the area Mr. Bridges described. In 2010, an individual who lives just below the old mill site said that his father remembered the old mill below the Woodcock Hollow Road, and called it the “*Red Mill*”. He said that after the mill, a house was built there, but was moved when the road was changed in 1957. There is a slab of concrete and a basketball hoop there now.

The individual reported that the water for the race was supplied from a small stream that comes down at the old Stony Hollow Road west of the mill site, and it ran all the way down along the north side of the location of the present-day Route 36. We believe that a portion of Jennings Run flowed through as well, based on old maps that show either a stream or a millrace, and because what looks like the remains of an old creek bed still runs partway along the north side of Route 36. The area where the mill was located was almost at creek level, and is prone to flooding<sup>498</sup>. Jennings Run had a

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<sup>497</sup> The right-hand millstone ([Figure 0179](#)) at the Barrelville Soldier’s Monument ([Figure 0180](#)) is said to be from Arnold’s Mill, according to Mr. Francis Bridges. The millstone material is an exact match to the unusual type of stone ([Figure 0181](#)) that is found along Millstone Run, south of Barrelville. This seems to be the type of stone referred to as “*quartz-shot sandstone*” in the August 1976 “**Laurel Messenger**”.

<sup>498</sup> Because of the flooding, the State of Maryland recently purchased several houses near the mill site and demolished them. A retaining wall project was just completed at Woodcock Hollow Road and Route 36. It was part of a large project

tendency to change course with a flood. It is possible that after such a course change, the brook along Stony Hollow was diverted to provide a new source of water for the mill.

The overlay map of [Figure 0025](#) suggests that Woodcock Hollow Road is close to, or touches the eastern side of lot 3379. The 1842 Mount Savage Iron Works Map ([Appendix 0043](#)) shows an Arnold structure at the end of today's Woodcock Hollow Road, and an 1842 cursive map ([Appendix 0044](#)) shows it to be Arnold's Mill.

The 1875 map of [Figure 0045](#) shows the J. S. Combs gristmill in that same area. [Figure 0052](#) is an 1898 topographic map that appears to show a millrace supplied by Jennings Run. Since the 1875 map shows only one mill in that area, Combs' gristmill and Arnold's gristmill were most likely one and the same facility. Clearly, the same millrace was in use for many years. [Figure 0182](#) shows the apparent path of the water runoff east of the mill. The area is best understood by comparing the hillside to the topography that is shown by [Figure 0052](#).

In a deed recorded April 17, 1857, Thomas Devecmon and his wife Althea granted to John S. Combs all of the land that Jonathan Arnold owned at the time of his death *"excepting therefrom (illegible word) the small (two illegible words) parcel conveyed by the heirs at law of Jonathan Arnold to the Mount Savage Iron Company and also the (two illegible words) parcel conveyed to the Roman Catholic church (the said Althea M. Devecmon being a granddaughter of the said Jonathan Arnold who died intestate and she the said Althea M. Devecmon being entitled as one of his heirs at law to the (illegible word) the undivided eighth part of his real estate which it is the object of this deed to sell and convey to the said John S. Combs."*

A biography and likeness ([Figure 0982](#)) of John S. Combs are provided in the 1923 book **"History of Allegany County, Maryland"**. The book states:

*In addition to his large mercantile business, Mr. Combs owned and conducted a fine farm at Mt. Savage. ... Mr. Combs was born on the old Arnold place, near Mt. Savage, in 1826, in Alleghany county, and died October 18, 1885, at his home in Lonaconing, at the age of 59 years, respected and esteemed throughout the county and State.*

The 1957 Kuykendall tract map ([Figure 0111](#)) shows the location of *"Mill Cribbing W.O."*<sup>499</sup> and a watercourse that is either an extensive millrace or a divided path of Jennings Run that leads to the mill site. [Figure 0130](#) compares Jonathan Arnold's 1842 *"Union of Tracts"* map to the 1957 Kuykendall tract map. This comparison shows that while much of the watercourse leading to the mill was on lot 3379, the mill itself was actually on the *"Fairs Desire"* property.

### ***Arnold's Mill was on Oswalt's land***

The Deakins survey map shows that what later became the *"Fairs Desire"* property was unclaimed property in 1787. Michael Oswalt probably had his sawmill sitting on the formerly vacant land in 1793. After all, it would not be unusual for a man to site his mill on nearby unclaimed land, if he planned to eventually claim it. In those days, simply *"improving"* land by clearing it or building on it conveyed an unofficial right of ownership that was bought and sold.

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that involved building retaining walls all along Jennings Run towards Mount Savage to keep the stream from causing erosion.

<sup>499</sup> Mill cribbing is the stack(s) of timbers that support the water flume; see [Figure 0134](#) for a photo of cribbing from a nearby Pennsylvania gristmill. The initials "W.O." might stand for *"White Oak"*.

Page 103, Volume II of the 1906 book “**History of Bedford and Somerset Counties...**”, referring to a time before the Revolutionary War, explains the situation that many settlers faced:

*...for many of the settlers were poor and could not at the time pay the necessary fees and expenses to have their land surveyed. They simply held them under improvement rights, their being on them and in possession usually looked on as sufficient title to keep others off.*

Michael Oswalt had the “*Fairs Desire*” property surveyed in 1803, and transferred his property rights to Jonathan Arnold in 1823 ([Appendix 0073](#)). Jonathan Arnold patented “*Fairs Desire*” in 1825. Since Oswalt did not patent “*Fairs Desire*”, his property right was evidently some form of squatter’s right resulting from improvements and occupation.

### **An Arnold had a sawmill on the road to Frostburg in 1837**

[Figure 0408](#) is a record from an 1837 session of the County Commissioner’s Court that appointed road supervisors to specific described districts. The records described a road:

*From Parkers place by Arnolds Saw Mill to the St\_\_\_ House thence to the Pensylvania line*

The 1837 Commissioner’s record also described a road:

*From the forks at Arnolds Saw Mill to upper End of Waddles Meadow & from Thence to Frostburg*

In this latter passage, the “*forks at Arnolds Saw Mill*” may be referencing the present-day Woodcock Hollow Road and the “*County road leading from Jonathan Arnold’s mill, passing the Catholic Church*” that is mentioned in the above quoted 1853 Berkhard to Kelley indenture. A trace of such a road can be seen angling northwest up to Mile Lane from the western side of the Arnold’s Mill site on the 1939 aerial photo of [Figure 0409](#)<sup>500</sup>. It too would have obviously served the same purpose as the Turkey Foot Road<sup>501</sup>. In both passages, the word “*From*” is describing where the road supervisor’s responsibilities began. The location of Waddle’s known property is very near Frostburg, as shown in [Figure 0410](#). From analysis of an 1837 road survey, reported elsewhere herein, we know that Waddle’s Meadow was where the present-day Sugar Row Road comes out to Route 36 at Zihlman at Latitude 39.668374°, Longitude -78.914167° ([Figure 0921](#)).

The court records clarify that Jonathan Arnold had a sawmill along the road to Frostburg in 1837. It may have been at the site of Oswalt’s sawmill, where Arnold later had a gristmill.

### **Conclusion**

These various facts indicate that Jonathan Arnold’s millrace was almost certainly a simple reincarnation of Oswalt’s 1793 sawmill race, and his mill was probably sitting at or near the site of Oswalt’s sawmill. This deduction indicates that we should be looking for the 1793 route of the Turkey Foot Road **east** of the location of Arnold’s Mill.

### **Where the road to Frostburg connected to the Turkey Foot Road**

Based on the above, the following statements assume that Oswalt’s sawmill was on the Fairs Desire tract, near lot 3377 and lot 3379. This assumption is supported in part by the 1793 session law, which indicates that Oswalt’s sawmill was on Jennings Run.

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<sup>500</sup> [Figure 0073](#) shows an 1898 route variation that joins with Mile Lane at the same place, but joins the antecedent to Route 36 west of Stony Hollow Road.

<sup>501</sup> The existence of such an abandoned road has been mentioned by Francis Bridges.

For the road in question to run past Oswalt's sawmill on its way up along Jennings Run to Frostburg, it would have had to connect with the Turkey Foot Road **EAST** of the site of Oswalt's mill and Arnold's Mill<sup>502</sup>. In other words, the Turkey Foot Road would have had to come down to the Jennings Run valley between the present-day Woodcock Hollow Road<sup>503</sup> and Barrelville. There is a candidate abandoned roadbed in that area that branches into the two routes described in Chapters 22 and 23.

### **The 1798 Water Works real estate ad mentions the road**

A real estate advertisement ([Appendix 0045](#)) in the April 19, 1798 issue of the "**Maryland Gazette**" states:

*Water-Works, containing three hundred and fifty-two acres and three quarters, lying on Jennings Run; on this tract are several valuable seats for any kind of water works, and plenty of timber and coal; there are two small tenements on it, and lie, about nine miles from Cumberland, on the Turkey-foot road.*

### **Identifying where the Turkey Foot Road crossed the Water Works tract**

As proven by an 1804 road survey presented in Chapter 17, Robert Parker lived near the intersection of present-day Route 36 and Route 47. According to page 265 of Lowdermilk's "**History of Cumberland**" ([Appendix 0050](#)) and page 1344 of Scharf's 1882 book "**History of Western Maryland**" ([Appendix 0051](#)), Robert Parker was identified as a settler at the time of Deakins' 1787 survey west of Fort Cumberland. [Figure 0053](#) is a page from the 1793 to 1903 Land Office list of "*Lots West of Fort Cumberland*" that states that Robert Parker patented lot 3350 from Deakins' survey 30 years later in 1817. The 1874 map of [Figure 0414](#) and the overlay of [Figure 0025](#) show that lot 3350 is located at the site of present-day Barrelville. The 1804 document of [Figure 0047](#) proves that Robert Parker lived near the present-day intersection of Routes 47 and 36.

The 1842 court judgment of [Appendix 0046](#) shows that the Water Works tract had a narrow neck that extended up between Deakins' survey lot 3352 and Robert Parker's lot 3350, and infringed upon lots 3380 and 3381.<sup>504</sup>

[Figure 0054](#) is a fragment from the 1787 Veatch map of Deakins' survey that shows the relative locations of lots 3350, 3352, 3380, and 3381. [Figure 0055](#) is a fragment from an 1874 map that shows that at least part of the Water Works tract was included in Barrall's Purchase<sup>505</sup>, and was near the present-day location of Barrelville.

In 1804, at the present location of Barrelville, the Turkey Foot Road was essentially an old alignment of Route 36 just east of Oswalt's properties, as proven by the 1804 road survey of [Figure 0047](#). That is probably also near where the Turkey Foot Road entered "*Water Works*" in 1798. In any case, the Water Works tract was **EAST** of Oswalt's two lots, so the fact that the "*Water Works*"

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<sup>502</sup> Oswalt's Mill and Arnold's Mill did not necessarily share the same building, because a sawmill can be a relatively simple, open structure.

<sup>503</sup> Woodcock Hollow Road ends on Route 36 at Latitude 39.698916°, Longitude -78.853287°.

<sup>504</sup> For an 1844 court case concerning Samuel B. Barrell and the Water Works tract, see page 129 of "**Reports of cases argued and adjudged in the Court of Appeals of Maryland**", Volumes 27 to 28.

<sup>505</sup> Allegany County, Maryland Patented Certificate 212 documents the 1,418-and-five-eighths-acre, May 16, 1840 resurvey of "...*Samuel B. Barrell of the City of Boston in the Commonwealth of Massachusetts*...". This tract was known as "*Barrall's Purchase*". For the survey of "*Barrall's Purchase*", see [Figure 0473](#).

tract was on the Turkey Foot Road in 1798 helps to define further the location where the Turkey Foot Road came down to the Jennings Run valley in the 1793 to 1798 time frame.

The narrow neck of the “*Water Works*” tract, between lots 3350 and 3352, is due north of the Robertson Stone House. From that house, the “*Mule Field*” route (Chapter 23) swung northeast into lot 3350, then swung generally west across the neck of the “*Water Works*” tract, and across the lower half of lot 3352. This is shown schematically in [Figure 0105](#).

### **Parker’s Neglect**

[Figure 0117](#) shows Judgment Record T, p. 278 from 1844, which concerns a property interference. The portion of the strangely shaped “*Parker’s Neglect*” tract that is outlined in red may correlate to the portion of the “*Mule Field*” and “*McKenzie*” routes that ran northeast from the Robertson Stone House; this can be seen by comparing [Figure 0117](#) to [Figure 0105](#). According to Patented Certificate 1989 of December 15, 1842, “*Parker’s Neglect*” was based on a 1795 resurvey of the “*Parker’s Industries*” tract. Because the county taxes were not paid, the land was sold to the highest bidder by the tax collector in 1813. The survey from Patented Certificate 1989 is included as [Figure 0158](#).

[Figure 0283](#) shows the even stranger 1793 “*Parker’s Industry*” survey of Robert Parker (Unpatented Certificate 591). By comparing it to the “*Water Works*” tract, one can see that the “*Parker’s Industry*” survey is an outline of the “*Water Works*” tract, as if it were intended to box in and landlock much of what later became the Water Works tract. According to Patented Certificate 2918, the “*Water Works*” tract was a 1797 resurvey of “*Parker’s Fancy*” that was patented in 1798 to Samuel Godman. The survey from Patented Certificate 2918 is included as [Figure 0395](#).

“*Parker’s Fancy*” was Robert Parker’s 1795 363-acre resurvey of lot 3350, as shown by Unpatented Certificate 589. It was intended to add contiguous unoccupied lands to lot 3350. According to Samuel Godman’s 1796 313-acre resurvey that was based on “*Parker’s Fancy*”, Robert Parker did not pay the necessary fees for “*Parker’s Fancy*”. From all this, one can see that Robert Parker did indeed try to use the “*Parker’s Industry*” tract to box in the area that he later tried to resurvey as “*Parker’s Fancy*”. The apparent reason was so that he could render the “*Parker’s Fancy*” tract landlocked, and therefore relatively useless to others until such a time as he could afford it.

Regardless of how the byzantine 1793 “*Parker’s Industry*” survey came to be, it appears that one portion of it correlates with the shared section of the “*Mule Field*” and “*McKenzie*” routes that track north of the Robertson Stone House. Whether the property line followed the route, or the route followed the property line, is unknowable at the present day. The perceived value of the 1842 “*Parker’s Neglect*” tract is also unknown.