

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

23. The pre-1804 Bear Camp route theory

From the state line to the Jennings Run valley

This chapter presents a theory about the path of the Turkey Foot Road from the state line to the Jennings Run valley before the 1804 alteration. We suspect that an early alignment of the Turkey Foot Road followed an antecedent to Bear Camp Lane to a location near Arnold's Brick House, and then took one of two still visible abandoned routes down to the Jennings Run valley past Robertson's Stone House, near Barrelville.

The most obvious, simplest, and easiest west-to-east route

Before encountering Goodman's book, Mr. McKenzie had already theorized that the route in the Mount Savage area originally had been built from west to east. His basis for such a theory is that once a route had been cut to the Big Savage Mountain in the area of today's Mason-Dixon line, one can see the Narrows. Based on this vantage point, the route variations described in this chapter would have been the most obvious, simplest, and easiest.

The eighteenth century route, and the Bittner Log and Frame House

The "*Bittner Log and Frame House*"⁵⁴⁰ ([Figure 0200](#), Latitude 39.716540°, Longitude -78.878240°) on the aerial photo of [Figure 0066](#) is property number AL-V-A-064 on the Maryland "*Inventory of Historic Properties*". The 1982 property description indicates that the house is approximately 100 yards east of Bald Knob Road, and "*several hundred yards west of the 18th century Turkeyfoot Road*". While we do not know the basis of the statement, it clearly documents a local tradition that in the 1700s, the Turkey Foot Road ran on the other side of the house, rather than on the side where the present-day Bald Knob Road is located. We are inclined to accept this tradition, because it is harmonious with other local traditions and facts.

Bear Camp Lane lines up with the road described on AL-V-A-064

As detailed in Chapter 17, the abandoned Maryland portion of the Old Mount Savage Road has been proven to be the 1804 route of the Turkey Foot Road. A road that ran several hundred yards behind the "*Bittner Log and Frame House*" essentially would have lined up with the Old Mount Savage Road, and therefore may have merged with it or paralleled it. Likewise, the western end of Bear Camp Lane (which was a through road to Mile Lane until recently) could easily line up with a road that ran several hundred yards behind the "*Bittner Log and Frame House*". Our interpretation of the possible pre-1804 route behind the "*Bittner Log and Frame House*" is indicated by the blue dashed line on the aerial photo of [Figure 0066](#). In that figure, it appears that a trace of the old route can still be seen. The 2010 photo of [Figure 0204](#) appears to show the same trace. It was taken from the general area⁵⁴¹ of Latitude 39.717932°, Longitude -78.881020°.

⁵⁴⁰ Apparently so named because a Bittner owned the house when the building survey was performed in 1977.

⁵⁴¹ Approximate coordinates determined using the USGS EarthExplorer website.

A deeply sunken abandoned lane parallels part of the western end of the present-day Bear Camp Lane, and runs past Earl Lepley's⁵⁴² current house. Without revealing any of the information in the above two paragraphs, in 2010, Mr. Dietle asked Earl Lepley where that abandoned lane ran to the west. He said that it lined up with Bald Knob Road. With more discussion, it became clear that he meant that it lined up with the part of Bald Knob Road that lines up with the abandoned part of the Old Mount Savage Road. He did not recognize the Old Mount Savage Road by name, but knew its location, and described it as running over to Finzel (which one fork does). He did not remember the Old Mount Savage Road being open, and thought it was Charlie Bittner who began plowing across the route in the field west of Blank Road.

1958 and 1967 USDA aerial photos (Figures [0420](#) and [0421](#)) show that the road, although apparently not in public use, had not yet been plowed over. Because of the trees, it would have taken quite an effort to get the road ready to plow over. The 1967 route was apparently being used as a farm road; note the detour through the field.

Bear Camp Lane runs generally along the edge of the Bear Camp Tract

The western end of Bear Camp Lane runs generally along the property line on the north side of the "*Bear Camp*" tract that is shown on [Figure 0024](#) and [Figure 0025](#). Large white oak trees are present along the property line ([Figure 0193](#)). One has a circumference that is estimated to be approximately 14 feet. A rough estimate, based on examination of smaller local white oak stumps, puts the age of that tree at about 330 years. The large trees identify what was previously a property line fencerow between two fields.

As detailed below, we believe that the route was the antecedent to the western part of today's Bear Camp Lane and ran all the way down to Robert Parker's. Just as significantly, it appears to have been part of a road that once was, by local tradition (as noted below), a stagecoach route.

Local stagecoach route traditions

Page 11 of Amanda Paul's 2004 book "**Mount Savage**" shows a photo of a smooth rock that has the letters "*BBCP*" cut into it. Her photo caption indicates that the rock was used as a road marker to guide the stagecoaches⁵⁴³ that used Bear Camp Lane in the 1800s. There is an abandoned sunken primitive road near the stone that was the antecedent to the present-day Bear Camp Lane⁵⁴⁴. We think it was the pre-1804 Turkey Foot Road, and it seems to be the best candidate to be the "*National Road*" described in the previously noted 1853 Nicholas Berkhart to John Kelley indenture. [Figure 0144](#) shows the old sunken lane along the property line. It was taken near the bend

⁵⁴² Mr. Lepley also mentioned an old road that ran over by the new house that can be seen from his area. He said that he used to walk that road, and it went down to an old plank road somewhere around Beal's farm, which is located toward the top of Witt Hill on Mile Lane. Mr. Lepley said that he personally saw the old planks from the plank road. This may be the road that shows up on the circa 1875 map of Allegany County. The road on the map begins near the A. Braylor (Brailer) place. Francis Bridges had independently pointed the road out to Mr. McKenzie, and reported that it was a stagecoach road that went past the new house of William Maier. Mr. Bridges reported that at one location along the old road, there is a tree growing up through a heavy metal wagon wheel rim ([Figure 1002](#)).

⁵⁴³ According to pages 27 and 28 of William Shank's 1988 book "**Indian Trails to Super Highways**", the stagecoaches used in the early 1800s in Pennsylvania were ordinary unsprung wagons with a flat roof and side curtains, rather than the later sprung and enclosed design that present-day individuals are familiar with from exposure to movie "*Westerns*". The name "*stagecoach*" is believed to refer to the fact that a trip occurred in successive stages between various horse changing stops.

⁵⁴⁴ Earl Lepley stated that he made the present-day Bear Camp Lane that is located near the BBCP stone. He owned the farm where that portion of the present-day route is situated, and still lives along it on a smaller parcel of land.

in the present-day Bear Camp Lane where the “BBCP” stone is located. Other photos of the sunken lane appear later in this chapter.

For several reasons, we doubt that the stone ([Figure 0257](#)) was put where it is to serve as a road marker to guide stagecoaches. Even though we have come to different conclusions than Amanda Paul on several subjects, we owe her a big debt of gratitude. Her “**Mount Savage**” book helped to spark our interest in the Turkey Foot Road. It was responsible for bringing many Mount Savage area topics to our attention for study, including (but certainly not limited to) the Bear Camp stone and the stagecoach tradition. The reasoning for disagreeing with her book concerning the stone follows:

- The 1914 Brailer-Henckel lawsuit map ([Figure 0112](#)) shows the stone to be the beginning stone for the Bear Camp property.
- The 1948 Bruce House Dairy deed ([Appendix 0006](#)) also mentions the stone as being the beginning stone of the Bear Camp property, although it mistakenly calls it the “DBCP” stone. The initials “BBCP” most likely stand for “*Beginning Bear Camp Property*”.
- The stone appears on the 1957 Kuykendall tract map ([Figure 0111](#)) as corner stone “BBCP”.
- The letters face away from the old abandoned sunken road. This means that passersby on the road would not have seen the letters.
- Mr. Earl Lepley, who lives near⁵⁴⁵ the “BBCP” stone, reports that a local resident told him about another carved stone marker in the area.
- Some area deeds mention other stones with carved letters, such as “A” or “AA”. Jonathan Arnold’s “*Union of Tracts*” mentions a stone marked “JA”.
- The stone does not seem to be located at an intersection. It is just located along the side of the old roadbed. This does not seem logical for a road marker.

Even though this (in our opinion) proves that the stone was simply a Bear Camp corner marker, it does **not** disprove the tradition that the stone was located along an old stagecoach route. As noted in Chapter 16, Dennis Lashley wrote to us that an elderly man named Hutzel told him that a road going over the Big Savage Mountain from Bald Knob was a stagecoach road.

The two stagecoach route traditions may be related to the same road

It appears that the two local stagecoach traditions mentioned above refer to the same stagecoach route. That route may have included the antecedent to Bear Camp Lane, part of the abandoned portion of the Old Mount Savage Road, and one of two abandoned roadbeds that lay between Bear Camp Lane and Route 36.

The east end of the sunken lane

As we traced the abandoned alignment of Bear Camp Lane, we ran out of sunken lane southeast of the Arnold Brick House, approximately at Latitude 39.712477°, Longitude -78.869066°. Two distinct abandoned roadbeds run from Mile Lane down to the vicinity of Robert Parker’s place. Either could conceivably be the pre-1804 route. One is the previously described “*Mule Field*” route, and the other is the “*McKenzie Route*” that is described below. Both apparently served the same purpose as the Turkey Foot Road, regardless of which one was actually called that. We do not know whether the “*Mule Field*” route or the “*McKenzie Route*” existed first. [Figure 0971](#) was taken from

⁵⁴⁵ Earl Lepley’s retirement home is at Latitude 39.714315°, Longitude -78.874928°, overlooking the “*Arnold Brick House*”, where he was raised and lived most of his life. The “BBCP” stone is across the road from his current house.

along the still open western portion of Bear Camp Lane, looking west-southwest over the roof of the barn at the Arnold Brick House, and shows the treeline that the sunken lane followed.

Tracing the Mule Field route toward Bear Camp Lane

The [Figure 0261](#) “*Mule Field*” route from Mile Lane to present-day Route 36 was discussed in some detail in the previous chapter. Of the plurality of abandoned roadbeds that exist, many align with the portion of Mile Lane that runs from Arnold’s Hotel, and are a corridor of primitive roads that represent various evolutions of the route that was recommended ([Appendix 0080](#)) to be closed in 1827. One abandoned road **does not** fit that generalization.

The uppermost roadbed on [Figure 0261](#) (highlighted in pink) lines up with a fencerow ([Figure 0265](#)) on the present-day Amanda Paul farm. That fencerow heads northwest in the general direction of Bear Camp Lane. Amanda Paul told Francis Bridges that her grandfather Wilbert (former owner of the farm) told her that an old stagecoach route ran along the fencerow. Using a metal detector, Mr. Bridges found a bucket full of horseshoes along the fencerow ([Figure 0407](#)). The trail of recoverable horseshoes ended at the northwestern end of the fencerow. The significant volume of iron artifacts proves that it was a well-used route. The fact that no more horseshoes were recovered past the end of the fencerow probably means that the road turned, rather than continuing in a straight line. As shown by the overlay of [Figure 0025](#), the fencerow is at the property line between lot 3373 and the “*Level Ridge*” tract. Both properties appear on the 1787 map of Deakins’ survey, as can be seen in the overlay. The east end of the fencerow is at Latitude 39.707257°, Longitude -78.859866°, and the west end is at Latitude 39.709073°, Longitude -78.860705°⁵⁴⁶. The 150-acre 1762 “*Level Ridge*” tract was patented to David Ross⁵⁴⁷, according to Patent Record BC and GS 15, page 440.⁵⁴⁸

As illustrated in [Figure 0397](#), Jonathan Arnold’s Union of Tracts survey (Patented Certificate 2828, 1844) shows that the fencerow lined up with the “*handle*” of the “*Tomahawk*” tract. Although the route did generally follow a short portion of the “*handle*”, one can reasonably surmise that the main purpose of the “*handle*” was to keep the “*Tomahawk*” tract from being landlocked. In other words, it ensured access.

The significance of the fencerow portion of the “*Mule Field*” route is:

- It is by tradition a stagecoach route, and artifacts confirm it was a road.
- It heads generally northwest toward Bear Camp Lane, which has its own stagecoach route tradition.

⁵⁴⁶ Established with USGS EarthExplorer mapping software.

⁵⁴⁷ This probably pertains to Doctor David Ross, a merchant in Bladensburg, who was a Commissary during the French and Indian War. For information on his Commissary role, see page 46 of the September 1891 issue of “**The Collector**” autograph magazine and page 192 of the 1899 book “**Letters to Washington and Accompanying Papers: 1756-1758**”, Volume II by the Colonial Dames of America. The latter book includes a 1757 letter from Doctor Ross to George Washington concerning beef quality at Fort Cumberland. Doctor Ross corresponded with George Washington and George Mason on the subject of non-importation of British goods in 1769. He is also likely to be the Doctor David Ross who was elected as one of the managers of the Potomac Company in May 1762; see page 518 of Scharf’s 1879 book “**History of Maryland: 1765-1812**”, Volume II. A deed recorded July 25, 1805 documents the fact that Archibald Arnold bought “*White Oak Point*” from the estate of Doctor David Ross.

⁵⁴⁸ A May 4, 1801 Chancery Court record relates to the case of Archibald Arnold versus David Ross, Horatio Ridout, Samuel Ridout, and William Stewart, which is about a contract to purchase the Level Ridge tract.

- A 1939 aerial photograph shows a roadbed that connects the fencerow route with the spot where we lost track of the eastern end of the abandoned, sunken alignment of Bear Camp Lane.

[Figure 0367](#) is a 1939 USDA aerial photo that has been marked up with yellow dashed lines to show a route that runs from the eastern end of the sunken Bear Camp Lane antecedent down to the general area of the fencerow portion of the “*Mule Field*” route.

As previously stated, Wilbert Paul, former owner of the old Mattingly place (and a local historian and author of a book on Mount Savage) independently described the “*Mule Field*” route east of Mile Lane when asked where he thought the Turkey Foot Road ran eastward of the sunken lane. He was not aware of the multiplicity of primitive roadbeds, or the fact that one of the roadbeds lined up with the fencerow route. He was interested, but not surprised. He said that the fencerow route continued on through their orchard, but he could never determine where it went through their woods. An orchard, identifiable as a planted pattern of trees, can be clearly seen in [Figure 0367](#). When told of our theory that the fencerow route came out on the eastern end of the old sunken alignment of Bear Camp Lane, he said something like “*that sounds about right*”.

After coming to the above conclusions, Mr. Dietle told Earl Lepley where we lost track of the eastern end of the sunken lane that runs past his present residence and the BBCP stone. Before revealing our awareness of the “*Mule Field*” route to Mr. Lepley, Mr. Dietle asked him where the sunken lane by the BBCP stone ran east of the location where we lost the trace. Without any hesitation whatsoever, he described the fencerow that comes out on Mile Lane.

The old John Mattingly place

Amanda Paul’s farm is on the 1787 Deakins’ survey lots 3373 and 3374, which are shown on the overlay of [Figure 0025](#). According to the Land Office “*Lots Westward of Fort Cumberland*” list ([Figure 0387](#)), “*In Arnold son of Joseph*” was the settler who was found on that property in 1787 during Deakins’ survey. The same lists show the lots were patented to John Mattingly on September 20, 1819.

Amanda Paul’s house is property AL-V-B-066 on the Maryland Historical Trust’s Inventory of Historic Properties, which refers to it as the “*Paul Stone House*”. According to AL-V-B-066, John Mattingly received the property from Andrew Bruce (or his estate) on April 10, 1804 for \$40.00. John Mattingly does not appear in the 1787 list of settlers west of Fort Cumberland.

Although we are not students of Mattingly genealogy, it seems likely that the John Mattingly who is cited on page 48 of the 1909 “**The Catholic red book of Western Maryland**” as being the first Catholic settler in the area at the time of the French and Indian War is not the same John Mattingly who married Onea Arnold in 1797, and is not the same John Mattingly who patented lots 3373 and 3374 in 1819.

Although Mattingly genealogy is peripheral to this study, we note that Thomas A. Stobie of Overland Park Kansas has written on his genealogy website that John Mattingly, born 1773, was the husband of Onea Honor (Arnold) Mattingly who died in 1823 ([Figure 0377](#)), and was the son of Henry Mattingly, born 1751. According to the 1787 Deakins’ list, a Henry Mattingly owned lots 3366 and 3367, which were along the present-day Bald Knob Road ([Figure 0025](#)).

Barry Thorig reports that a William R. Mattingly had at one time posted information on the RootsWeb website that indicated that John Mattingly was born June 1, 1773 in Allegany County Maryland, and was married to Onea Honor Arnold who was born March 3, 1776 in the same county. William R. Mattingly also reported that John and Onea had a son Sylvester born on December 17, 1817. AL-V-B-066 indicates that Francis and Sylvester Mattingly inherited the present-day Amanda Paul farm from John Mattingly in 1845, and then Sylvester bought out Francis on September 26, 1846. This information on Sylvester Mattingly indicates that William R. Mattingly was researching the same John Mattingly who once owned the present-day Amanda Paul farm. Sylvester and his wife Ellen are buried in the Saint Patrick's Catholic Church Cemetery.

Another old home on Bear Camp Lane

There is another very old home that is located along Bear Camp Lane between the Arnold Brick House and the Mattingly stone house ([Appendix 0081](#)). It is documented as AL-V-B-067 on the Maryland Inventory of Historic Properties, and is located at Latitude 39.714496°, Longitude -78.864609°. It is an interesting building consisting of a log structure connected to a stone structure at a 42 degree angle. The log portion of the house has an integral frame addition. The log and stone portions of the building have the appearance of separate buildings that were connected as an afterthought.

According to a property search that is documented on AL-V-B-067, Archibald Arnold willed the property to Simon Arnold, Nancy Arnold and Archibald Logsdon, and they sold it to Francis Dean in 1840. John Mattingly bought the property from Dean in 1843, and passed it on to his sons Sylvester and Francis in 1845. The estimated construction date of the stone portion of the building is circa 1810, and the log portion of the building may be earlier. If the construction estimate is reasonable, the eastern part of Bear Camp Lane must have already been in use circa 1810. [Figure 0970](#) is a 2013 photo along the still open western portion of Bear Camp Lane.

Another sunken road by the Mattingly place

The blue line on [Figure 0367](#) is a sunken feature near the Paul stone house that is believed by Amanda Paul's husband⁵⁴⁹ Sam White to be an old sunken road. It points directly at the "McKenzie Route" that is described below. [Figure 0266](#) shows what the sunken feature looks like in the year 2010 (the photo was taken near the northwest corner of the machine shed looking generally southwest). Wilbert Paul independently volunteered the location of this sunken feature during a 2010 telephone call. He called it a depression, and stated that it was a sunken roadbed that continued on the same line past the machine shed, heading northeast, and came out on Mile Lane right where Bear Camp Lane does⁵⁵⁰.

An older alignment of Mile Lane on Amanda Paul's farm

[Figure 0056](#) is a 1939 aerial photo that shows that in the vicinity of Bear Camp Lane, an earlier Mile Lane route existed just west of the present route. On modern satellite images, it is quite visible. [Figure 0258](#) shows the old route as viewed from the machine shed on the old Mattingly farm. The following table documents the old alignment of Mile Lane⁵⁵¹:

⁵⁴⁹ From Amanda Paul's 2004 book "Mount Savage".

⁵⁵⁰ Bear Camp Lane comes out on Mile Lane at Latitude 39.711017°, Longitude -78.858314°.

⁵⁵¹ GPS coordinates determined with USGS EarthExplorer software.

Latitude	Longitude
39.709919°	-78.858393°
39.710183°	-78.858281°
39.710406°	-78.858190°
39.710637°	-78.858203°
39.710760°	-78.858356°

The McKenzie Route that aligns with Bear Camp Lane

[Figure 0057](#) is a topographical map that has been marked up to show the route of an abandoned road that goes down to Route 36, and the locations where the photos of Figures 0058 to 0063 were taken. The abandoned section of road starts where the eastern end of the present-day Bear Camp Lane comes out on Mile Lane, and ends near the Robertson Stone House. For the sake of discussion, we are calling this the “*McKenzie Route*”, because it was identified by Mr. McKenzie.

When asked about this abandoned road, Wilbert Paul said it was used by coal strippers after he was on the farm (the old Mattingly place). He estimated that the mining was in the 1940s. We discussed the location of the roadbed in enough specific detail over the telephone to believe that we were talking about the same one. He seemed to suspect that the coal strippers may have been reusing part of an earlier abandoned road. This possible mining use means that we likely never will know for certain if it was an old route. If the road was indeed made or used by strip miners, then they would have had to dismantle their power shovel into subcomponents for transport along the narrow road. Such dismantling for transport would not be unusual.

The fact that a sunken roadbed near the Mattingly stone house (the blue line on [Figure 0367](#)) lines up with the “*McKenzie Route*” is one of the things that makes us suspect that it was an old abandoned route that may have been temporarily resurrected by strip miners. Another reason for suspecting it was an old route is the Mule Field factor discussed above.

Earl Lepley was familiar with what we are calling the “*McKenzie Route*”, but had not heard anything about its origins. He seemed to describe the route as going down to Route 47, which some branch may have done (Mr. Dietle was not familiar with the termination point that Mr. Lepley described by a local name).

Figures [0369](#) and [0370](#) are 1958 and 1967 USDA aerial photos that do not show any evidence of strip mining activity along the “*McKenzie Route*”. It is extremely surprising that within only 18 years, no evidence of such mining would be visible along the route in an aerial photo. The route itself is not visible either. The lack of strip mining evidence along the route on the older aerial photos suggests that inadvertent miscommunication may have taken place when interviewing Mr. Paul by telephone.

The abandoned road came down to the valley somewhere east of Oswalt’s lots, and west of the 1804 residence of Robert Parker. It merges into the “*Mule Field*” route before arriving at the Robertson Stone House. While the “*Mule Field*” route is visible on a 1939 “*leaf on*” aerial photo, the “*McKenzie Route*” is more difficult to spot. This could mean that it is older than the “*Mule Field*” route and therefore much more grown up. The McKenzie route is indiscernible on the 1958 and 1967 aerial photos of Figures [0369](#) and [0370](#). These observations seem to make it unlikely that the road was used by strip miners in the 1940s. It certainly was not originally made by strip miners in the 1940s, because part of it can be seen faintly on a 1939 aerial photo.

Photos of the abandoned roadbed

The following photos of the abandoned roadbed are numerically indexed to the Figure 0057 map:

- [Figure 0058](#) was taken at location “1” on the map, facing south, toward the Robertson Stone House (2009 photo). Locations “1” and “2” are on the part of the route that is shared with the “Mule Field” route.
- [Figure 0060](#) was taken at location “2” on the map, looking down the old road toward the Robertson Stone House (2009 photo).
- [Figure 0061](#) was taken at location “3” on the map, on the west side of the gully, facing north. The hillside was cut out and leveled for the one-lane roadbed (2009 photo).
- [Figure 0062](#) was taken at location “4” on the map, on the east side of the gully, facing west, and shows the road along the hillside (2009 photo).
- [Figure 0063](#) was taken at location “5” on the map, just below Mile Lane, facing north and looking toward Bear Camp Lane. The front of the car is at the intersection of Mile Lane and Bear Camp Lane, at location “6” on the map (2009 photo).
- [Figure 0253](#) shows a side view of the abandoned roadbed at location “5” near Mile Lane (2010 photo).

The photos show that at some locations the bank was pulled down to create a level roadbed. Francis Bridges reports that the route was already there when his father Cecil Bridges (born 1905) was a youth. Francis’ father referred to it as a logging road. Several months before Mr. Bridges’ report, Wellersburg area farmer Melvin Korn⁵⁵² remarked that such leveling is not a characteristic of a typical logging road. The gully is fairly steep, and there are some roads along it that appear to have been bulldozed. The abandoned road may have been used to drag logs at some point; Mr. McKenzie found two pieces of broken steel cable along it. There were clearly other roads that were bulldozed at a steeper grade down into, and up the gully from this old non-bulldozed road. If the old road was used for dragging logs at some point, then it certainly would not be the first abandoned roadbed that was temporarily exploited for a new purpose. The fact that it was apparently used in this manner does not detract from the fact that it appears to be a much older road, compared to the bulldozed roadbeds that connect with it.

An old chisel

[Figure 0064](#) is a photo of a large chisel that was found just east of location “3” on the [Figure 0057](#) map. Mr. McKenzie is fairly certain the chisel was found on lot 3352, near its northeast corner. It was found not too far from, and west of, the newer house that is situated near the big switchback curve, and not far from the Mule Field area. His appraisal of the overlay of [Figure 0025](#) places the chisel right at the corner of lot 3552.

The chisel appeared to be on another old road, and for that reason it may be unrelated to the road that is identified on the map. The chisel is quite old, and about eight inches long. It is worn on just one side of the tip and not the other. That, and the direction of mushrooming at the head, suggest that the chisel was used in stone work—perhaps in the surfacing or facing of stone⁵⁵³.

⁵⁵² Melvin Lester Korn is Mr. Dietle’s uncle.

⁵⁵³ Mr. McKenzie has tried his hand at stone work.

Deakins' list shows Josiah McKinsy living on lot 3352 in 1787. It later belonged to Jacob Korn⁵⁵⁴, who also had the 44.25-acre Millstone Hill tract south of Barrelville. Although the chisel could have fallen off anyone's wagon, it is conceivable that it fell off Jacob Korn's wagon on his way back from preparing a millstone on Millstone Hill. Since the "*Mule Field*" route crossed lot 3352, and the "*McKenzie Route*" seems to have done so as well, Josiah may have settled along an existing route. Josiah's 1787 residence may therefore help to establish a date for when one of these routes existed.

A horseshoe nail was found up toward the present-day Bear Camp Lane, but it was badly corroded and its age could not be determined.

A rolled plate relic

[Figure 0059](#) is a 2009 photo that shows a metal relic found at location "1", about one-quarter mile or so above the Robertson Stone House. This location is before the turn, on a portion of the route that is shared with the "*Mule Field*" route.

It was found to the right of the large locust tree in the [Figure 0058](#) photo, and was buried relatively deep, which can be indicative of age. It appears to have been used to reinforce a plank, as part of a piece of rigging. The oblong shape of the hole suggests that it was an attachment point that received a lot of wear.

The object appears to be made from rolled plate. While this means that it dates to no earlier than the advent of the rolling mill, it does not prove that it was recently made. According to Kindl's 1913 book "**The rolling mill industry**", "*In 1780, the first plate mill was built at Neuwind, Germany...*" In his 1876 book "**Labor in Europe and America**", Young says of the United States:

From 1790 to 1810, rolling-mills gradually made their appearance, and in 1810 there were 330 forges and 34 rolling and slitting mills, which made 24,541 net tons of bar and plate iron... The first rolling-mill in Pittsburgh was built in 1812.

Construction of a rolling mill began in Mount Savage circa 1840⁵⁵⁵. The Mount Savage mill is celebrated as the first to make iron rails in the United States. Because of the long history of rolling mills in the United States, it would be difficult to determine how old the artifact is. For an 1857 drawing of the Mount Savage Iron Works, see [Figure 0775](#). For a photo of the Mount Savage Iron Works historical marker, see [Figure 0934](#).

Why do we believe this was an old road?

Mr. McKenzie has more than enough woods experience to be able to distinguish older roadbeds from a more recent logging road or bulldozed mining road. One distinctive feature of old horse roads

⁵⁵⁴ Information on Jacob Korn is given on page 78 of the book "**Holmes County Historical Sketches**" by the Holmes County Historical Society. Jacob Korn is described as being one of several German mechanics (as opposed to the typical farmers who emigrated there) who came to the Berlin, Ohio area from Pennsylvania. He is credited with having the first blacksmith shop in that area, and was by reputation a multi-talented individual whose work was in high demand. For example, he made the metal parts for gristmills. [Figure 0405](#) shows a drawing of a cooking utensil that is said to have been made by him. Jacob Carns (Korns) appears in the 1800 Londonderry Township list of taxables (Southampton Township was formed from Londonderry Township in 1801). An 1805 Southampton Township tax list, given in the 1884 book "**History of Bedford, Somerset and Fulton Counties Pennsylvania**", lists Jacob Korn as owning a "*mill and sawmill*". The same book states: "*The first gristmill in Southampton township was built by Jacob Korns...*" He is known to have had the nearby "*Millstone Hill*" tract surveyed in 1807, and he paid the composition money on the property in 1808. The tract was located just south of the location of present-day Barrelville. A type of stone that was used to produce local millstones is found there, along with evidence of millstone production, such as a partially completed millstone ([Figure 0547](#)). The same type of stone is also found on the Allegheny Mountain, east of Salisbury.

⁵⁵⁵ Page 30 of the 1840 "**Annual Report of the Geologist of Maryland**".

is their sunken character⁵⁵⁶. Horses walked in the center of the road, and their hooves dug up a little dirt with each step. This created loose dirt that washed away when it rained. Over the years, this process creates a sunken road⁵⁵⁷. Mr. McKenzie has observed that the temporary roads in the area that were the result of brief periods of powered vehicular traffic do not erode in the same fashion.

The old roads appear as a long ditch and typically (at least in this area) have rocks along the edges that were set there during road clearing and maintenance activities. On bulldozed temporary roads, there are ridges and mounds of dirt along the edges of the road, and the rocks are more displaced from the road. This road has rocks set along its edges, and no ridges and mounds of dirt. Typically, as the old roads eroded, more rocks were exposed that had to be lifted to the side. The alternative would have been a very bumpy and painful wagon ride⁵⁵⁸, and dangerous footing for scarce and expensive horses⁵⁵⁹.

If you are familiar with the rocky local terrain⁵⁶⁰, then you easily may visualize that when the road was built, rocks had to be moved aside to create a smooth path. In almost any local field, including ones that have been farmed for a century, new rocks often get pushed up to the surface by frost, and eventually have to be removed. Frost upheaval would have been worse on a young primitive road than it is on a century-old field.

In our experience, sugaring roads, mining roads and logging roads are not typically through roads like this one. Sugaring roads typically just meander through a given farm's sugar bush⁵⁶¹, and end up back near the sugar camp. There would be very little reason for a sugaring road to connect one public road to another. The old road that is documented here **does** connect one road to another. On this basis, there is no reason to believe that the abandoned road was a sugaring road.

It seems to stand to reason that most roads to underground mines would only run from the mine to the public road, as exemplified by the nearby circa 1936 Helbig Mine Road ([Figure 0065](#)); likewise, with temporary lumbering roads. However, it is not surprising when a portion of an abandoned public road or farmer's lane gets temporarily reused as a mining or lumbering road. Figure 0065 is interesting, too, because it shows Bear Camp Lane and Mile **Line** as the through route, and shows the road from Wellersburg (now known in Pennsylvania as Witt Hill Road) joining that through route at a T-intersection that treated Bear Camp Lane as the main road.

Connecting the Old Mount Savage Road to the McKenzie Route

[Figure 0066](#) is a 1939 aerial photo that has been marked up to show theoretical connecting routes between the Old Mount Savage Road and the "McKenzie Route". The Old Mount Savage Road is at

⁵⁵⁶ Any U.S. Civil War buff will tell you that old sunken horse roads were an important feature in a number of battles, because they formed ready-made entrenchments.

⁵⁵⁷ Leaf covered remnants of sunken roads are difficult to photograph unless they are very deep. Photographs are quite poor at showing depth and slope.

⁵⁵⁸ Mr. Dietle can testify that even with rubber tires, an unsprung farm wagon is painful to sit on when traversing a local farmer's stony roads to his fields. The only comfortable solutions in horse-drawn days would have been to stand up (allowing the knees to flex with the jolts) and hang on, or ride one of the horses, or walk. Shank's 1988 book "**Indian Trails to Super Highways**" reports that Conestoga wagons ([Figure 0777](#)) did not even bother to incorporate seats.

⁵⁵⁹ For example, in the 1820 census records for nearby and similar Southampton Township, Pennsylvania, the average taxable individual owned 1.09 horses. In 1830, the average was 0.93 horses per taxable individual.

⁵⁶⁰ Many of the early houses in this area were constructed of stone.

⁵⁶¹ The phrase "*Sugar Bush*" refers to a farmer's groves of Sugar Maples, which he husbanded as a cash crop. For an example of usage of the term, see the article titled "*Korns Sugar Bush*" in the 1951 "*Official Souvenir Program for the Fourth Annual Somerset County Maple Festival*". The article is about Mr. Dietle's grandfather Allen Lester Korns.

the upper left-hand corner of the figure, and the western end of the “*McKenzie Route*” is the red dashed line at the lower right-hand corner. As can be seen in the figure, the “*McKenzie Route*” is aligned with the present-day Bear Camp Lane. We have not seen any map that identifies the “*McKenzie Route*”, which also suggests the route is very old.

The green dashed line route on Figure 0066

The green dashed line on [Figure 0066](#) identifies the previously described abandoned sunken road that is located just south of part of the present-day Bear Camp Lane, and runs past the “BBCP” stone ([Figure 0257](#)). As shown by the overlay of [Figure 0025](#), the route generally follows the northern boundary of the “*Bear Camp*” tract. The photo of [Figure 0141](#) was taken facing southeast, looking down the old road past the Bear Camp stone. The photo of [Figure 0142](#) was taken looking northwest past the stone.

Mr. McKenzie walked part of the green route west of the “BBCP” stone in 2010. It appears as if it would have passed east of the “*Bittner Log and Frame House*”. This is in harmony with the aforementioned Turkey Foot Road information on the AL-V-A-064 “*Maryland Inventory of Historic Properties*” document. Octogenarian Earl Lepley, who lives along the green route almost directly across from the BBCP stone, told Mr. McKenzie in 2010 that the old sunken road is the old Turkey Foot Road. When Mr. Dietle asked Mr. Lepley several months later who he heard it from, he did not remember; but he again referred to the sunken lane as the Turkey Foot Road and said he had always heard that it was a stagecoach route. He indicated that he replaced the sunken lane with the present Bear Camp Lane route, and said that they had given it the name “*Bear Camp Lane*”. It was named after the Bear Camp Property.

Figures [0194](#), [0195](#), [0196](#), [0197](#), and [0198](#) were taken east of the “BBCP” stone to show the old sunken road, which at some locations is very deep. The blue dashed line on [Figure 0066](#) highlights the faint trace of a route that runs behind the “*Bittner Log and Frame House*”.

[Figure 0256](#) was taken from Earl Lepley’s house, looking toward the Arnold Brick House location. [Figure 0199](#) shows the Arnold Brick House. [Figure 0143](#) was taken in a generally eastern direction, looking down the old roadbed just southeast of the Arnold Brick House location.

The orange and yellow dashed line routes on Figure 0066

The route highlighted in orange dashes on [Figure 0066](#) ran directly past the “*Arnold Brick House*”, and follows the edges of fields. The yellow dashed line on [Figure 0066](#) is a hypothetical route that more or less follows property lines from the east end of the green dashed line route to the red dashed line “*McKenzie Route*”. We have not examined the yellow dashed line route on the ground, but a close look at the 1939 USDA aerial photos suggests that there may have been a road there at one time. Before the Turkey Foot Road was altered in 1804, to form much of the present-day Bald Knob Road (Chapter 17), it may have followed the blue, green, yellow and red routes on [Figure 0066](#).

We put the hypothetical yellow line route generally along property lines for a simple reason. We theorize that as people claimed land or settled along the Turkey Foot Path or road, they might have used the road as a property boundary, or alternatively may have placed the road at the property boundary. At the same time, we recognize that the orange and blue line route that is shown on [Figure 0367](#) connected with the “*McKenzie Route*”, and is more likely to be the “*correct*” route. The western end of the yellow route was gated when we visited the area in 2010. We have not walked it to see if it actually follows the hypothetical routing represented by the yellow lines.

Trying to tie all the Mount Savage area information together

The [Figure 0073](#) map is an attempt to tie the various facts and theories together with some observations and a good many educated guesses. After dedicating so much time to study the route, we feel as qualified as anyone to provide such an interpretation.

The green dot line represents the road that is mentioned in the 1793 session laws that ran from the Turkey Foot Road to Braddock's road. The blue dot route is the proven 1804 route. The pink dot line represents the path the road may have taken to follow the "*Mule Field*" route, and the red dot line represents the path the road may have taken to follow the "*McKenzie Route*".

It is easy to imagine that when land speculators and settlers traveled the red or pink dot route, they would have noticed that the area was relatively level and well suited to farming. They claimed the best land in the vicinity, including the "*Bear Camp*"⁵⁶² and "*Level Ridge*" tracts. The Bear Camp Tract may have simply used the road as its northern boundary. According to the most believable date estimate we have seen, general settlement may have occurred circa 1774.

Land speculator David Ross's "*Level Ridge*" tract clearly dates to 1762, but that date does not represent settlement activity. David Ross purchased many tracts in the area for speculative purposes, knowing they eventually would appreciate in value. The Level Ridge survey does, however, mention **the earliest known building in Arnold's Settlement**, stating:

Beginning at a bounded White Oak standing on the North side of a ridge about twenty perches near the point of a ridge near a small run where Brury Cox had a hunting cabin...

As the early settlers moved into the area and spread out, they would have created paths that eventually became roads. The yellow dot road on Figure 0073 was one such path, and was already temporarily abandoned in 1827. Truthfully, a close look at a 1939 USDA aerial photo reveals a great many faint roadbeds, and it would be impossible to sort them all out now by age. In 1804, the blue dot route of the Turkey Foot Road was established, and today's Bald Knob Road follows much of the same route. The 1804 route obviously went to the site where Arnold's Hotel was said to have been. From there, the 1804 alteration followed the general route of Mile Lane and the "*Mule Field*" route down to the Jennings Run valley near Barrelville. Over time, some of the purple routes were added to connect to the 1793 green dot road, and eventually the "*McKenzie Route*" and "*Mule Field*" route were abandoned.

⁵⁶² The document pertaining to AL-V-B-068 on the Maryland "*Inventory of Historic Properties*" indicates that Archibald Arnold owned "*Bear Camp*", "*Thicket*", and military lot number 3361, which touched the north side of the "*Bear Camp*" property. We have not independently verified Archibald Arnold's ownership of the Bear Camp tract. Deakins' list indicates that Stephen Workman had lot 3661 in 1787. The Bear Camp tract was originally surveyed for Normand Bruce on April 3, 1767, and patented to him on November 1, 1768 (patented certificate 432). The survey does not mention the Turkey Foot Trail.