

# 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

## 25. The Somerset-to-Cumberland toll roads

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### An improvement of the Turkey Foot Road

The “*Somerset and Cumberland Turnpike*” ran from Somerset, Pennsylvania to Cumberland, Maryland. The turnpike was made into a plank road<sup>569</sup> by the Wellersburg and West Newton Plank Road Company<sup>570</sup> circa 1850 to 1854. In Pennsylvania, some parts of this route are still identified by road signs as the Plank Road ([Figure 0836](#)). As described in Chapter 19, the antecedent to at least part of this road is referred to as the “*Hays Mill Path*” by Wallace. Between Barrelville and Cumberland, it was an evolution of the Turkey Foot Road. Figures [0383](#) and [0384](#) are early postcards that show the route through Barrelville north of present-day Route 36. [Figure 0518](#) is an 1860 map that shows the Plank Road passing through Wellersburg, Pennsylvania.

### The Somerset and Cumberland Turnpike

The Somerset and Cumberland Turnpike was chartered in 1832, and ran from Somerset, Pennsylvania to Cumberland, Maryland. **In Maryland, part of it followed the same general route as the old Turkey Foot Road** (in some cases it probably followed exactly the same route). The turnpike is described as follows in Volume II, page 208 of the 1906 “**History of Bedford and Somerset Counties...**” ([Appendix 0053](#)):

*In the year 1832 a charter was granted for the incorporating of the Somerset and Cumberland Turnpike Company. The commissioners were Charles Ogle, George Chorpening, Frederick Gebhart, George Weller, Jacob G. Miller, John Brubaker, Jacob Kennell, James Platt and Henry Fuller. The patent was to issue when twenty or more persons would subscribe for two hundred shares of the stock. The road was to be not less than forty and not more than fifty feet wide, with a twenty foot bed. It was to be two feet high in the centre, well ditched, and constructed of substantial material—wood, gravel, slate, stone or other hard substances. This turnpike was speedily constructed, and it passed from Somerset, through Berlin and Wellersburg, reaching the National Road about three miles west of Cumberland. It had the usual fortune of such improvements.*

Pages 7,628 to 7,631 of the 1874 volumes of the “**Pennsylvania Archives**” include the August 23, 1832 charter. The introduction begins with the statement “*The Governor this day issued his letters patent under the Great Seal of the State incorporating the subscribers to the stock of the Somerset and Cumberland Turnpike Road Company...*” Page 8,340 includes text from the January 10, 1837 “*Executive Minutes of Governor Joseph Ritner*” which states:

*Upon the application of the President of the Somerset and Cumberland turnpike road Company, the Governor this day appointed George Tile, Peter Putman and Michael Rheem Esquires, of the County of Somerset, Commissioners to view and examine twenty miles of the said road, and to*

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<sup>569</sup> Chapter VI of Shank’s 1988 book “**Indian Trails to Super Highways**” provides a brief history of plank roads.

<sup>570</sup> For some reason that we do not understand, the “*Wellersburg and West Newton Plank Road Company*” was still listed as an active business entity (Entity Number 383585) by the Pennsylvania Department of State when we were researching the road in 2009.

*report to him in writing ... whether the said twenty miles of the said road, are made and perfected in a complete and workmanlike manner, according to the true intent and meaning of the acts of the General Assembly, passed March 18<sup>th</sup> 1816, and April 5<sup>th</sup> 1832, which authorize the making of the same turnpike road.*

Lowdermilk's "**History of Cumberland**" states that on October 18, 1832, "*A meeting was held at Jacob Fechtig's tavern in Cumberland, with a view to securing the construction of a turnpike from Cumberland to intersect the Cumberland and Somerset Road at the Pennsylvania line. A number of persons from Somerset were present, and a committee was appointed to draft a petition to the Legislature asking authority for the construction of the road.*" The "**Journal of the Proceedings of the Senate of the State of Maryland**" indicates that on March 15, 1833, the governor signed "*An act entitled, an act to incorporate a company to made (sic) a turnpike road from such point as the Somerset and Cumberland Turnpike Company of Pennsylvania shall fix upon at the Pennsylvania line, to the public square in the town of Cumberland, or to intersect the United States road, commonly called the National road, at such point as may be most convenient and practicable.*"

Scharf's 1882 book "**History of Western Maryland**" reports that:

*In compliance with an act of the Legislature incorporating a company to make a turnpike road from the Pennsylvania line, to intersect the road then making by the Somerset and Cumberland turnpike company, and thence in the direction of Cumberland, to intersect the National Road, subscription books were opened at Slicer's hotel, in Cumberland, on the first Monday in August, 1833 by the commissioners,—Bene S. Pigman, William McMahon, Jacob Snyder, Gustavus Beall, John M. Buchanan, Joseph Everstine, George Blocher, Martin Rizer, Jacob Tomlinson.*

Page 8,387 of the 1874 volume of the "**Pennsylvania Archives**" includes text from the May 10, 1837 "*Executive Minutes of Governor Joseph Ritner*" that states:

*A License to erect gates and turnpikes and to receive the tolls authorized by law was this day granted by the Governor, and issued under the lesser seal of the State to the President managers and company of the Somerset and Cumberland turnpike road for the distance of twenty miles of said road, agreeably to the acts of the General Assembly of March 18<sup>th</sup> 1816 and April 5<sup>th</sup> 1832.*

Various books report that Pennsylvania invested \$8,000 in the road. The 1842 map of [Appendix 0044](#) shows that in the Barrelville area, the road was already being referred to as the "*Somerset Turnpike*" by at least some people, rather than as the Turkey Foot Road. [Figure 0161](#) is an 1841 map that shows that route of the turnpike through the Wellersburg, Pennsylvania area was much different from the 1818 route that is shown on the Melish-Whiteside map of Somerset County ([Figure 0159](#)).

The turnpike was important to the communities it passed through. As an example of the commercial influence of the road, page 1,446 of Scharf's 1882 book "**History of Western Maryland**" states:

*Samuel B. Barrelville (founder of the village of this name) advertised in January, 1843, to deliver coal from his mines, which were situated near the forks of Jennings Run, only seven miles from Cumberland. He had opened two veins of coal upon his lands,—one the old Parker vein, the other the Bluebaugh vein.*

*He sold the former at five cents per bushel at the mouth of the mine, and the latter at four. David Percy was superintendent of his mines. The coal was transported five miles over the Cumberland and Somerset turnpike to its intersection with the National road, two miles from Cumberland.*

The above quote (which mangles Samuel Barrell's last name) shows the importance of the road before the 1845<sup>571</sup> advent of the Mount Savage Railroad. [Figure 0129](#) is a photo from the 1918 "**Maryland Geological Survey**" that shows the main entrance to the Bluebaugh mine.

The 1893 book "**Maryland, Its Resources, Industries and Institutions**" states that "*Coal was at first hauled by wagon from Mt. Savage to Cumberland, but in 1844 the Mt. Savage railroad was constructed along Jennings Run.*"

One clue about the location of the early route is the location of the circa 1845 "*Old Stage Coach Stop*" (Figures [0279](#), [0774](#)), which is property AL-V-B-076 on the Maryland Historical Trust's Inventory of Historic Properties<sup>572</sup>. The building was located about two miles east of Barrelville, and provided services to travelers. It was burned down by the fire department within the past decade or so, to make way for construction of a new house.

## A tollgate on the Somerset Road

A September 1848 issue of the "**Cumberland Civilian**" includes an article that mentions the presence of a tollgate:

*On Tuesday last, as the train from Mount Savage was passing the bridge, near the toll-gate on the Somerset Road in it's descent to Cumberland, the engineer suddenly perceived that the bridge was giving way beneath the weight of the cars. The train consisted of several cars laden with coal in front, to which was attached the passenger car, and, in the rear of the latter, several empty box cars. Having the advantage of the down grade, the engineer immediately put on all the steam he could raise. The coal cars passed safely over the reeling structure; the passenger car was nearly over when the mass gave way. Fortunately, however, there was an iron connection with the cars in front, and although the hind wheels went down some two feet, yet the car was jerked up by the power of the engine, and the passengers saved.*

*The three box cars plunged into the creek some ten feet – along with the fragments of the bridge. There was a man sitting on the rear box car when the alarm was first given. He instantly arose, and running over the three cars, jumped on the passenger car, just as the last of the box cars fell into the creek.*

## An 1844 long haul mail route

The February 19, 1844 issue of the Pittsburgh "**Daily Morning Post**" solicits a proposal for carrying the mail northwest from Cumberland via the Somerset and Cumberland Turnpike, as follows:

*1609 From Cumberland, Md., by Wellersburg Pa, Berlin, Somerset, Donnegan, Mount Pleasant New Staunton, Madison and Fulton's, to Tinker's Run, 85 miles and back, in two horse coaches, with a tri-weekly branch in two horse coaches from Somerset to Stoystown, 10 miles and back, to be \_\_\_ in due connection.*

## An 1847 Maryland act identifies a tollgate at Corriganville

In a section titled "*Laws of Maryland*", in the book "**Session Laws, 1847**", Chapter 283 provides for a toll road north of Corriganville, and directs that the existing county road be closed. It reveals the

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<sup>571</sup> The 1845 date is from Patrick H. Stakem's 2008 book "**Railroading Around Cumberland**".

<sup>572</sup> The 1977 inventory form mistakenly states that the stagecoach stop was built along the Plank Road; however, the "*Somerset and Cumberland Turnpike*" had not yet been converted into a plank road in 1845.

presence of tollgate on the Cumberland and Somerset Turnpike near the mouth of Jennings Run. It also reveals that the Cumberland and Somerset Turnpike was graded and paved with stone. Here are excerpts from Chapter 283:

*SEC. 6. And be it enacted, That the said company be and they are hereby authorised to cut, dig and make a turnpike road from the Pennsylvania line, on the farm of John M. Buchanan, thence down the Valley of Wills' creek, by the best and most practicable route to the Cumberland and Somerset Turnpike Road, at the toll gate near Jennings' run, said road is not to exceed sixty feet in width, and so much of the said road shall be regularly graded and paved with stone so as to conform as near as may be to the grading and paving of the Cumberland and Somerset Turnpike road...*

*SEC. 9. And be it enacted, That whenever the said turnpike shall be finished and open for travel, the said president and directors be and they are hereby authorised, directed and empowered to close and shut up the present County road along Wills' creek, and the said county road shall then revert to the original owners of the land, or those who now hold the land under them by virtue of purchase otherwise, and the commissioners of Allegany county are hereby directed to strike said county road along Wills' creek from the records of said county, and shall not after the turnpike along Wills' creek is completed, make any law whatever for the repair of said road.*

Research has not been performed to determine if this turnpike was built, and if the old road was indeed closed.

## **The Wellersburg and West Newton Plank Road**

The Plank Road is described in Volume II, pages 208 to 210 of the 1906 “**History of Bedford and Somerset Counties...**” ([Appendix 0053](#)). While that description may include some speculation, it states:

*About 1850 many people took to the notion that the making of good roads by macadamizing with stone was a mistake. At that period many parts of Somerset county were still covered with dense forests of the best of white pine timber. About the only market for lumber, aside for the limited local demand was to be found at Cumberland. The owner of a county sawmill was glad to haul his product to Cumberland, some twenty or more miles away, and sell it for a dollar, or perhaps less, per hundred feet. The question was asked, why not use this cheap lumber in making a first-class road? By laying of plank a solid and smooth roadway would be secured.*

*It was proposed to convert the road the entire distance from Cumberland to West Newton, in Westmoreland county, into a plank road. Gen. Thomas Shiver, of Cumberland, Maryland became interested, and, taking up the project, handled it so successfully that it was carried through. Among a lot of other plank road legislation, a sort of an omnibus bill of the session of 1850, there was a section for the incorporation of the Wellersburg & West Newton Plank Road Company, with Joseph Markle, John Lansold, James W. Jones, Henry Baker, David Lavan, Andrew J. Ogle, Isaac Ankeny, John Brubaker, David Lepley, George Klingaman<sup>573</sup>, James Gardner, John C. Plummer, Rudolph Boose, John R. Brenham, Thomas Benford, Solomon Baer, Michael A. Sanner, Henry Little, William Colvin, C.P. Markle, William Hitchman, Doctor John Cover and Samuel Philson, or any five of them, as incorporators. There was to be four thousand shares of stock of the par*

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<sup>573</sup> George Klingaman is an ancestor of Mr. Dietle.

value of twenty-five dollars each. The road was to be commenced within three years and completed in four years. It was to be laid on the beds of the existing roads from Wellersburg to West Newton.

*The two old turnpike companies still held their franchises and occupied the route. The question was, how to dispossess them. There were smart people in those days, as well as in these later days of our own time. There always are such, and the promoters of this scheme were equal to the occasion. Like many people, these old turnpike companies had managed to get into debt. A section has been smuggled into the act of incorporation permitting any one to whom they happened to owe anything to obtain judgment and have them sold out by the sheriff. We presume this was done. At any rate, they were made give way, and the plank road was speedily built. As a general thing, the planks were only eight or nine feet long, and were laid close together on the ground, a level bed having been prepared for them. This made a good road for the time being, but it soon wore out. In most places it was only a trifle more than a single track, and the wheels of all wagons having to run pretty much over the same part of the road, the plank soon wore thin. Then too, some plank wore away sooner than others, and it speedily became a very rough road, as any one yet living who ever drove over it can testify to. While the middle of the plank were still good, it became the custom, whenever it was possible to do so, to drive with one wheel in the middle of the track and the other on the outside. This prolonged the life of the road for some years.*

*Financially, the road proved a disappointment, and it never brought in enough in the way of tolls to keep it in anything like decent repair. Yet, as Johnstown on the north, and Cumberland on the east, were the only two railroad points that the people of Somerset county could reach, this road enjoyed a considerable amount of local traffic, which continued up to the time of the completion of the Pittsburgh & Connellsville railroad, in 1871. After that, it's existence was a very sickly one, and in a few years it was abandoned, and has become a township road.*

Because the road was only one track wide, whenever two wagons met, one had to temporarily get off onto the side of the road. To facilitate getting the wagon wheels back onto the plank road surface, it was common practice to leave a few of the planks longer than the others. If all the planks were the same length, then the wheels would tend to simply skid along the edge of the road, rather than ride up onto it. Because some of the planks were longer, the wheels would contact them at nearly right angles, and roll up to the level of the road. The 1850 section of Lowdermilk's "**History of Cumberland**" indicates an 1850 construction date for the plank road, stating:

*A plank road was built from Cumberland to West Newton, Pa., at the head of steamboat navigation on the Youghiogheny.*

## **A stagecoach stop at Wittenberg**

In 2012, Mr. Dietle's Aunt Lerene, nee Geiger, told him about a stagecoach stop that was located on the Geiger farm where she was raised, in Wittenberg. This is the farm where the Wittenburg one-room school<sup>574</sup> is located, along the surviving alignment of the Plank Road that is now known as the

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<sup>574</sup> The Wittenburg one-room schoolhouse ([Figure 0781](#)) is located at Latitude 39.786803°, Longitude -78.928182°. Mr. Dietle's grandfather Irvin H. Dietle taught at the school when Mr. Dietle was a youth. This was one of the last one room schools in operation in the county, and Irvin's teaching duties there are documented in a newspaper article titled "*Larimer Twp. One Room School Is One of Few That Still Remains*". The article describes a class of 36 children. Irvin often traveled the six-mile round trip on foot, hunting cross-country with a single barrel 12-gauge shotgun. Sometimes walking was the only option; his notebook mentions his road being closed with snow for three months.



Old Wittenberg Road ([Figure 0835](#)). This stagecoach stop is mentioned in the August 21, 1974 edition of the “**Daily American**”. The article mentions the stop as a place for changing horses, and mentions a station and a hotel where the stagecoach passengers could make a rest stop.

Volume II, page 681 of the 1906 book “**History of Bedford and Somerset Counties...**” gives the history of Wittenburg as follows:

*Wittenburg is a small village on the old plank road, that was built upon land that Jonathan Leasure had purchased from John Witt, after whom the village was named. A store was opened here in 1852, or about that time, by John Fichtner, which was the first one in that township. He also kept a tavern, and was the first postmaster. Before the building of the railroad it was naturally the business center of the township, but since that time at least a part of its business has been drawn to Sand Patch.*

The story in the 1884 book “**History of Bedford, Somerset and Fulton Counties...**” is much the same, and states the following about Fichtner: “*He was also the first...hotel keeper.*”

## **Road signs become mandatory in Allegany County in 1860**

In a section titled “*Allegany County*”, the book “**The Maryland Code: Public General Laws and Public Local Laws, 1860**” states:

*The county commissioners for said county shall direct the supervisors of roads to erect and keep up, at the expense of the county, at all public cross-roads, and where public roads fork, indexes or finger boards, pointing to the nearest town, mill or other public place to which said road leads, with the names of the places and the distances thereto, legibly inscribed thereon; and the supervisors shall render an account of the expenses thereof to the county commissioners, to be levied as other county charges.*

## **An 1864 long haul mail route**

Several January and February 1864 issues of the Chambersburg “**Franklin Repository**” solicit proposals for carrying the mail northwest from Cumberland via the Wellersburg and West Newton Plank Road, as follows:

*From Cumberland, Md., by Barrallville, Wellersburg, Pa., Berlin Somerset, Lavansville, Bakersville, Jones’ Mills, Donegal, Mount Pleasant, and Weaver’s Old Stand, to Greensburg, 76 miles and back, six times a week. Leave Cumberland daily, except Sunday, at 7a-m; arrive at Greensburg next days by 12m. Leave Greensburg daily except Sunday, on arrival of the mail from Pittsburg—say at 11-a-m; arrive at Cumberland next days by 5 p m.*

## **Parts of the plank road were made public in 1872 and 1874**

### ***Pennsylvania acts***

Act 1055, passed by the 1872 General Assembly of Pennsylvania following the completion of the Pittsburgh and Connellsville railroad, is “*An act to vacate the portion of the Wellersburg and West Newton plank road from Berlin to the Maryland line, and authorize the president to sell certain toll-houses, et cetera.*” It reads as follows:

**Section 1.** *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same, That*

*the portion of the Wellersburg and West Newton plank road from Berlin to the Maryland state line be and is hereby vacated, and is declared to be a public highway for the borough and townships through which it passes, and said road shall be kept in repair as other public highways in said borough and townships.*

**Section 2.** *The president of said Wellersburg and West Newton Plank Road Company is hereby authorized to sell the toll-houses, land and appurtenances on the portion of the road vacated by the first section of this act at public or private sale, and make deed or deeds for the same, which is hereby to be good in law and equity, and to apply the proceeds arising therefrom to the repair of the other part of the said plank road.*

### **A Maryland act**

In a section called “*Titles of Laws*”, the “**Proceedings and Acts of the General Assembly, 1874**” records the following act, which as approved on April 11, 1874:

*No. 405. An act authorizing and directing the County Commissioners of Allegany county to take possession of the old county road called the Cumberland and Somerset road, running from the National road near the Narrows, and thence via Wills’ Creek, Jennon’s Run, thence to the Pennsylvania line near to Wellers-burg, Pennsylvania.*

In as section called “*Laws of Maryland*”, the book “**Proceedings and Acts of the General Assembly, 1874**” records:

*AN ACT authorizing and directing the County Commissioners of Allegany county to take possession of the old county road called the Cumberland and Somerset road, running from the National road near the Narrows, and thence via Wills’ Creek, Jennon’s Run; thence to the Pennsylvania line near to Wellersburg, Pennsylvania.*

*SECTION 1. Be it enacted by the General Assembly of Maryland, That the County Commissioners of Allegany county be and they are hereby authorized and directed to take possession and charge of the traveled road called the Cumberland and Somerset road, being the road and bridges thereon, running from the National road, above the Narrows, via Wills’ Creek, Jennon’s Run and Barrelville, to the Pennsylvania line near Wellersburg, Pennsylvania, and to repair and maintain said road as a county road.*

*SEC. 2. And be it enacted, That this act shall be in force from its passage.*

*Approved April 11th, 1874.*

### **An 1881 description of the ‘bumpty humpity’ route to Cumberland**

Josephine Emerick kept a diary while visiting with relatives in Somerset County, Pennsylvania and nearby Maryland. A fall 1881 entry describes a trip from her Uncle Saul’s (Solomon’s) on Savage Mountain (apparently in Pennsylvania) to Cumberland. She writes:

*am at Uncle Sauls tonight and will go with them to Cumberland and will have to get an early start. It was an early start before daylight did not eat my breakfast but supper was good.*

*Went to Cumberland and it was bumpty humpity until we got there and the high mountains I seen, and the narrows oh but they are so high. The Bedford Railroad runs through the Wills Mountain across from Creachams. Was not all through town. Seen the market place it is a beautiful building*



*and the town is nicely built, it is east and west. Will go all over the town before I go home. I was not tired after my trip.*

## A brief History of Barrelville

The town of Barrelville was built along the turnpike, where an 1804 road from Wellersburg, Pennsylvania intersected the Turkey Foot Road (see [Figure 0047](#)). Much of Barrelville is located on property that settler Robert Parker was located on in 1787: Lot 3350 on the Veatch map of Deakins' Survey of lots west of Fort Cumberland (see [Figure 0025](#)).

Barrelville is a former mining town that is named for Bostonian Samuel B. Barrell, who was evidently the son of Joseph Barrell<sup>575</sup>. Samuel B. Barrell purchased a significant amount of property in the area, including lot 3350. This purchase became known as "*Barrells Purchase*". For information about this purchase, see Allegany County, Maryland Patented Certificate 212, which documents the 1418-and-five-eighths-acre, May 16, 1840 resurvey of "...*Samuel B. Barrell of the City of Boston in the Commonwealth of Massachusetts...*" ([Figure 0473](#)).<sup>576</sup>

On the 1842 cursive map ([Appendix 0044](#)), the "*Parker Mines*" are located on the "*Lands of S. B. Barrell Esq.*". As quoted above, page 1,446 of J. Thomas Scharf's 1882 book "**History of Western Maryland**" indicates that by 1843 Mr. Barrell had opened the Bluebaugh vein ([Figure 0129](#)) and the old Parker vein, and was advertising to deliver coal from the mines. We speculate that the name "*The old Parker vein*" may relate to Robert Parker.

Chapter 272 of the 1844 book "**Laws Made and Passed by the General Assembly of the State of Maryland...**" ([Appendix 0012](#)) indicates that "*An act to incorporate the Barrellville Mining Company*" was passed on March 7, 1844. The act identifies Samuel B. Barrell, William Ridgely, and John Pickell as being involved in the company.

Page 43 of the 1850 book "**Laws Made and Passed by the General Assembly of the State of Maryland...**" indicates that "*An act to incorporate the Parker Vein Coal Company*" was passed on February 2, 1850. The act identifies E. W. Moore, William M. Jackson, F. L. Richardson, and William H. Pomeroy as being involved in the company. As quoted more completely in Chapter 28, an 1852 "**New York Times**" article mentions the Parker Vein Coal Company at Barrallville, and describes Barrallville as "*their little mining village, with its clean and pretty cottages*". This proves that Barrelville was already in existence in 1852. The article also describes rail services at Barrelville. An 1856 issue of the "**Mining Magazine**" states: "*The village of Barrallville, containing tenements for about forty families, a school-house, store, tavern, barns, stables and outbuildings...*"

Volume three (July to December 1854) of the "**Mining Magazine**" indicates that in 1852 the company held the "*Barrallville lands*" ([Appendix 0039](#)). The article goes on to state:

*The proprietors, certain citizens of Boston, very soon found it advantageous to sell out a portion of their interest to certain gentlemen of New York. By this means, a new Company was formed, the Bostonians putting in the land at \$500,000, and the New Yorkers taking \$500,000 out of stock, at*

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<sup>575</sup> See Benjamin Joy's 1816 pamphlet "**A True Statement of Facts, in Reply to a Pamphlet lately Published, by Messrs. Charles Barrell, Henry F. Barrell, George Barrell, and Samuel B. Barrell**".

<sup>576</sup> Samuel B. Barrell evidently continued in the mining business in Tennessee. A November 15, 1856 agreement in Davidson County, Tennessee pertains to Samuel B. Barrell of Boston and Samuel Tracy, the president of the Sewanee Mining Company. Page 34 of the 1860 city directory of Boston, Massachusetts lists "*Barrell Samuel B, Mrs. house 23 Chestnut*".

*\$40 per share, thus creating a working capital of \$200,000. About this time, the stock was introduced at the New York Board, and, by adroit management, was run up to \$78 per share. The Bostonians very wisely took advantage of the occasion and sold out their stock, thus really making a “splendid thing” out of it. In this way, the Parker Vein passed into the hands of New York holders.*

The article goes on to describe the failure of the company. For a photo of an 1853 stock certificate of the Parker Vein Company, see [Figure 0983](#).

Volume seven (July to December 1856) of the “**Mining Magazine**” reprints part “of the report of Prof. James Hall, of this State, relative to the property of the Ward Coal and Iron Company...” ([Appendix 0038](#)). The report begins as follows:

*Sir—In accordance with your request I have examined the estate of your Company, at Barrallville, near Cumberland, Maryland, with a view to the determination of the extent and value of its coal, iron ores, fire clay, &c.*

*The estate embraces two thousand nine hundred and twelve acres...*

The article goes on to describe the Parker and Bluebaugh veins, confirming that the Ward Coal and Iron Company owned at least some of the assets of the former Parker Vein Coal Company.

### ***The Old Tavern Inn at Barrelville***

The March 20, 1923 issue of the “**Cumberland Evening Times**” includes an obituary that describes a Barrelville tavern for stagecoach travelers around the time of the Civil War. The relevant part of the obituary follows:

*Henry Obaker, Sr, 85 years of age, well known retired farmer, died at the home of his daughter, Mrs Fred Boch, LaVale, Monday afternoon, following an illness of several weeks superseded by a fall on the ice in the yard of the home. Mr Obaker was born on the farm of his parents, Mr and Mrs Ferdinand Obaker, Baltimore Turnpike, several miles west of this city. When a young man, he assisted his parents in conducting the Old Tavern Inn at Barrelville when the stage coach travel day was at its height. In later years, he farmed near Barrelville, Cresaptown and on the Gramlich estate, Cash Valley, remaining 40 years at the latter place. He retired from active duty about ten years ago and has since been making his home with his daughter. Mr Obaker had the distinction of voting for Abraham Lincoln upon reaching his seniority. About 65 years ago he married Elizabeth Stegemiller of Corriganville, who died about two years ago.*

### **Middleville**

Simon J. Martenet’s 1866 Map of Allegany County, Maryland ([Figure 0126](#)) illustrates a village named Middleville along the Plank Road, midway between Barrelville and Wellersburg. A similar map from the 1873 “**Topographical atlas of Maryland**” refers to the village as both Middleville and Middletown ([Figure 0872](#)). The town appears to have been located where the road crosses a creek at Latitude 39.715421°, Longitude -78.84084°.

### **Pamosa**

An article in the March 11, 1907 issue of the Washington D.C. “**Evening Star**” titled “*New Town Planned*”, describes a “*post office, called Pamosa*” at the site of a town that the American Coal Company planned to build near Barrelville. Volume 8 of the 1909 “**Maryland Geological Survey**”

mentions that the Parker and Bond mines were then located at Pamosa, “*one-half mile northeast of Barrelville*”. Mr. McKenzie’s mother indicates that the same area was known as Prince Albert in the 1940s and 1950s. A street named Prince Albert survives there today, along with a row of company houses.