

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

28. Nineteenth century maps

1800 and 1811 maps

[Figure 0019](#) shows the relatively crude 1800 Payne's Geography map, and [Figure 0020](#) shows the 1811 Reading Howell map. The 1811 map is the first Reading Howell map to use "*Cumberland*" instead of "*Fort Cumberland*". Both maps show a significant portion of the Turkey Foot Road.

The Melish-Whiteside map of Somerset County

The 1818 Melish-Whiteside map of Somerset County ([Figure 0083](#)) is a copy of John Wells' Somerset County map that was produced in October 1818. Mr. Melish persuaded the Pennsylvania legislature to fund the county-by-county mapping of Pennsylvania, with the objective of using the county maps to produce a state map. Legislation enabling the project was passed on March 19, 1816, and surveyors produced county maps that were sent to the Surveyor General. Before the Surveyor General turned the county maps over to Melish for producing the state map, clerks made copies. Because one of the clerks was named John Whiteside, and his signature appears on some of the maps, including the Somerset County map, the maps are generally known as the Whiteside maps. Melish used the various county maps to create a Pennsylvania map that was submitted to the Pennsylvania legislature in 1822 ([Figure 0642](#))⁵⁹². The state map provides an excellent portrayal of the Cumberland Road from Somerset, the road to Bontrager's mill, and the Turkey Foot Road. The 1818 map was used as the basis for a new map of Somerset County in 1830. The 1830 Melish map is included in its entirety as [Figure 0784](#).

The 1818 Melish-Whiteside map of Somerset County provides excellent route detail. Although it is not to precise scale, it seems to be the earliest map that attempts to detail road paths and residences. The map is very helpful because the road labeled "*Turkey Foot Road*" has such details. This road is north of the route labeled "*National Turnpike*", and extends from Turkeyfoot to Salisbury. East of Salisbury, the route is marked "*To Cumberland*".

The 1822 Lucas map

[Figure 0086](#) shows a portion of the 1822 Fielding Lucas map of the state of Maryland. It shows the Turkey Foot Road between Cumberland, Maryland and Salisbury, Pennsylvania. It does not show the route between Salisbury and Turkeyfoot that is shown on other maps from a similar time frame, such as the 1818 Melish-Whiteside map of Somerset County ([Figure 0083](#)) and the 1829 Young and Finley map (below). The 1836 Fielding Lucas map ([Figure 0701](#)) mis-illustrates the route as leaving the National Road west of Cumberland, and ends the route at Salisbury. The relatively schematic 1841 Fielding Lucas, Junior map shows the route as far as Ursina ([Figure 0700](#)) and mistakenly shows the route as being located south of Jennings Run.

⁵⁹² For an article about the Melish maps, see the May 1966 issue of the "**Laurel Messenger**".

The 1829 Young and Finley map shows Somerset County

Figures 0087, 0088, and 0089 show portions of the map of Pennsylvania that was published by Finley in 1829. The images were made from the Library of Congress copy.

[Figure 0087](#) is a close-up showing Somerset County, Pennsylvania and a portion of Allegany County Maryland. It appears to show a road that ran through the general vicinity of Pennsylvania's Mountain and Greenville Roads. It is the only map that we recall that shows such a road extending down to the National Road.

While the route from Salisbury to Confluence is shown, the route over the Allegheny Mountain is not. It must have been considered to be relatively unimportant by the cartographer. The Turkey Foot Road may have become less important to travelers after the opening of the National Road west of Cumberland. Even the heavily traveled National Road faded significantly in nineteenth century importance with the eventual coming of the railroads.

[Figure 0088](#) shows a broader area of the map, in order to show the various connecting routes from Cumberland, Maryland to Bedford and Pittsburgh Pennsylvania. [Figure 0089](#) shows the map date, and the names of both Finley and Young.

The map also shows the intended route of the Chesapeake and Ohio Canal. The canal ([Figure 0127](#)) originally was supposed to connect with the Ohio River, but never made it past Cumberland, due to competition from the Baltimore and Ohio Railroad.

The Mount Savage Iron Works Map, 1842

[Figure 0098](#) is a map that is titled “**Map Showing the extent of the Mineral Estate and Property and the Present Arrangement of the Mount Savage Iron Works belonging to the Maryland and New York Stone and Coal Company with part of the Adjacent Country situated between Cumberland & Frostburg Maryland in the United States of America 1842**”. Many of the comments below are based on Mr. McKenzie's knowledge of the area. The actual map covers a larger area than what is shown.

This map is the only detailed map of the area that we have found for this time period. The map shows roads that appear to have been relevant only to the company that made it. For example, no roads are shown in the area where the title is located, and we know that much of the present-day Bald Knob Road was already there by 1804 (Chapter 17). Some of the roads are schematically represented. This can be determined because relatively straight routes are illustrated where switchbacks would be required.

Items on the map that pertain to this study

The most interesting item on the map, as far as this book goes, is the road heading northwest out of Mount Savage, and obviously to the Pennsylvania line. This may be the road that Pyle described to Wallace. In any case, this road would have served the same general purpose as the 1804 route of the Turkey Foot Road: Transportation between Cumberland and Turkeyfoot, and beyond.

Between Mount Savage and Barrelville, the stream that is marked “*Johns Run*” is the present-day Mattingly run. John Mattingly was an early owner of the present-day Paul farm ([Figure 0254](#)).

The road along Jennings Run is labeled “*Road to Cumberland*”. Although difficult to read, “*Arnold's*” Mill is identified just above the word “*road*”. As shown by the building icon on the

map, the mill was located at the end of the present-day Woodcock Hollow Road, which is near the Sunnyside⁵⁹³ area.

Other items of local interest on the Iron Works map

The foundry is shown in Mount Savage, and one of the *“dwelling houses”* still remains today as a museum of the Mount Savage Historical Society. A road heading southwest out of Mount Savage is labeled *“Cart Road to Limestone”*. A road heading northwest out of Mount Savage is labeled *“Cart Road Leading to the desirable ore and fire clay”*. It appears to be the antecedent to today’s Fireclay Mountain Road. A tramway is also shown heading in that general northwest direction, up the mountainside. A dashed line south of the cart road is labeled something like *“Proposed continental...Railroad ...”*. A Bluebaugh is shown just west of the North Branch of Jennings Run; this might be the source of the name of the local Bluebaugh mine. A school is shown along what is presently known as Woodcock Hollow Road. The property of the Boston Company is shown below Mount Savage.

The 1842 cursive map of the Barrelville area

[Appendix 0044](#) is an 1842 map of the Barrelville area. Many of the comments below are based on Mr. McKenzie’s knowledge of the area.

Arnold’s mill

This is the earliest map we have seen that clearly identifies Arnolds Mill; look at the end of what is presently called Woodcock Hollow Road.

Mattingly Run was known by other names

Today’s Mattingly Run is referred to as *“Jonsie’s run”* on this map, as compared to *“Johns Run”* on the 1842 Mount Savage Iron Works Map. We are not sure about which individual *“Jonsie’s run”* and *“Johns run”* reference. Both the former and present names may have been in reference to John Mattingly. Alternately, the name *“Jonsies run”* may have referred to an Arnold individual who was called *“Johnsie Arnold”* in an 1810 census document ([Figure 0165](#)). In Mount Savage, the stream that Old Row Road parallels was called Mattingly’s Run in 1842.

Mount Savage to Barrelville turnpike

The road running from present-day Wellersburg through Barrelville to Corriganville is labeled *“Somerset Turnpike”*, while the road running from Barrelville to Mount Savage is called the *“Turnpike road to the Furnace”*. This may be the macadamized road that is mentioned in the following description of Mount Savage, which is from the 1923 book **“History of Allegany County, Maryland”**:

The real life of the place began in 1839, when the Mount Savage Iron Works were erected. Two years later, two blast furnaces were added to the works, coal mines had been opened to supply the furnaces, which required as much as 150 tons a day. In order to transport its products to Cumberland, a macadam road was constructed.

According to the book **“Session Laws, 1842”**, an act that was passed on March 1, 1843 states:

⁵⁹³ Sunnyside is the name that was given to a mining community that was located about one mile up Woodcock Hollow Road. Part of the community remains today. A Sunnyside street plat is available at Frostburg’s Ort Library. Mr. McKenzie’s great-grandfather Hurley Ricewick lived at Sunnyside and worked as a miner, and his grandfather Daniel Ricewick grew up there.

Be it enacted by the General Assembly of Maryland, That the president and directors of the Maryland and New York Iron and Coal Company, be and they are hereby authorized and empowered to lay out and construct a turnpike road from a point at or near the works of said company, known as the Mount Savage Iron Works, to intersect with the road recently laid out and constructed along the valley of Jennings's Run within the limits of Maryland, by the Cumberland and Somerset Turnpike Road Company, incorporated by an act of the general assembly of Maryland, passed December session eighteen hundred and forty-one, chapter sixty, and that for the purpose of enabling the said Maryland and New York Iron and Coal Company to lay out and construct the turnpike road as aforesaid, the president and directors thereof are hereby invested with all and singular the rights and powers as to the condemnation of lands through which it may be necessary for said road to pass, the size of the road, the construction of the necessary bridges and viaducts, and the erection of toll gates and the collection of tolls thereon, as are vested in the said Cumberland and Somerset Turnpike Road Company...

According to the same book, an act that was passed on March 3, 1843 indicates that the Mount Savage Iron Works turnpike had already been built when the act authorizing it was passed. The book states:

An act to incorporate a Company to construct a Turnpike Road from Frostburg, Allegany County, down the valley of Jennings's Run, to intersect the Turnpike recently constructed by the Maryland and New York Iron and Coal Company, at or near the Mount Savage Iron Works.

Other items of local interest on the cursive map

The proposed route for the Baltimore and Ohio Railroad is shown, along with a note that says “*The line of the Baltimore and Ohio Rail Road has not been definitely Located. But the route has been surveyed and the location will not vary materially from the route indicated.*” The Baltimore and Ohio Railroad did not end up following this route along Jennings Run, but the Cumberland and Pennsylvania Railroad did.

The sawmill that is shown along the Wellersburg to Barrelville Road appears to be in about the same location as the present-day Curry sawmill. It is conceivable that the 1842 sawmill could be the steam sawmill that was referenced 15 years later on page 77 of the 1857 “**Mining Magazine**” ([Appendix 0072](#)).

Other items on the map:

- Present-day Rush Run is identified as “*Rushy Run*” (It is also called “*Rushy Run*” on the old Noah Witt mine map and the 1796 plat of “*Brodhegs Coal Bank*”, which Michael Corn and Ninian Cochran bought from Cumberland Postmaster Charles F. Broadhag⁵⁹⁴).
- Barrall’s Purchase is identified as the “*Lands of S. B. Barrell Esq.*”.
- Parker Mines⁵⁹⁵ are shown north of the present-day location of Barrelville, and Arnold’s new mine is shown west of Arnold’s Mill, along the “*Turnpike Road to the Furnace*”.
- The thickness of coal in feet is noted at several places.

⁵⁹⁴ According to Lowdermilk’s 1878 book “**History of Cumberland**”, Charles F. Broadhag was a resident of Cumberland, Maryland when Cumberland was incorporated in 1787, and was appointed as Cumberland’s first postmaster in 1795, serving until 1802. Michael Corn sold his share of “*Brodhegs Coal Bank*” to Ninian Cochran on November 5, 1800.

⁵⁹⁵ In 2010, Wilbert Paul said that the Parker coal was considered the best for making steam, and was in high demand by steam ships. The Bond mine was above the Parker Mine. The Parker mine cut up into the Bond seam and sold that coal as Parker Coal.

- The location of a toll house ([Figure 0120](#)) is indicated on the National Road.
- The large tract immediately below the present-day Barrelville location includes the earlier 44.25-acre Millstone Hill⁵⁹⁶ tract that had belonged to Jacob Korn. (This fact was determined by comparing the northwest boundary shape of the large tract to that of the Millstone Hill tract.)
- The “*Geo. Harding*” property was purchased from Mr. and Mrs. Henry Hammond in 1835, (Allegany County, Maryland Deed Book R, Page 311), and included lots 3380, 3382, 3383, and more. George Harden⁵⁹⁷ and his wife sold the property to Francis Griffin in 1845, and it was transferred to the Chesapeake and Ohio Steam Transportation and Mining Company in 1852.

Hazzard’s 1856 map

Hazzard’s 1856 “**A new map of Maryland and Delaware**” ([Figure 0637](#)) shows the route from Salisbury westward, but does not show the route from Salisbury to Cumberland. From Ursina northward, it shows the Turkey Foot Road that heads northeast to New Centerville, rather than the Turkey Foot Road that heads northwest into Fayette County.

1874 map showing property boundaries

[Figure 0414](#) shows a large (about 31-by-41-inch) 1874 map provided by Francis Bridges, who obtained it from retired state surveyor Homer Hoover. The map shows all of Allegany and Garrett counties. The lack of roads on the map bears testimony to the domination of the railroad during this era.

The map identifies some of the lots from the 1787 Veatch map ([Figure 0026](#)) of the Deakins survey, and shows some things that were not present in 1787, such as Barrallville, Barrall’s Purchase, and the railroads. The map does not necessarily show all 1874 property boundaries correctly; for example we believe that a significant portion of lot 4074 had already been incorporated into a larger piece of property by the 1860s via the process of re-platting.

[Figure 0443](#) is a photo of a diazo blueline copy of the map that is part of the Carney family papers. The diazo copying method indicates that the map itself is on translucent paper.

The railroads

The map illustrates the branch railroad to Wellersburg⁵⁹⁸, and a shorter mine related spur. The path of that spur is still visible today. It begins right near the intersection of Routes 36 and 47 (at a higher elevation), and goes generally northward behind a row of old company houses.

An 1852 New York Times article provides an early reference to an active railroad branch along the North Branch of Jennings Run, stating:

⁵⁹⁶ Identifiable because of the unique northwest boundary shape of the Millstone Hill tract. For more information on Millstone Hill, see Mr. Dietle’s article “*Wellersburg’s Grist Mills*” in the 2012 issue of the “**Journal of the Alleghenies**”.

⁵⁹⁷ “*Harding*” was a phonetic spelling of the name. The “*Harden*” spelling is the common local version, and is used on the Chesapeake and Ohio Steam Transportation and Mining Company deed.

⁵⁹⁸ Page 193 of John C. Cassaday’s 1932 book “**Somerset County Outline**” indicates that the Wellersburg Iron Furnace was abandoned in 1866, resulting in abandonment of the railroad that served it. This map suggests that even if that railroad was temporarily abandoned, it was already back in operation in 1874, along with a supplemental mine spur. The authors have done a detailed study of the Wellersburg branch railroad that explores its use into the twentieth century.

The first mines reached are those of the Parker Vein Coal Company, at Barrallville, on the north fork of Jennon's (sic) run, under the management of M. P. O'Hern, Esq. A Railroad, three quarters of a mile in length, and spanning Jennon's run by an elegant Viaduct forty feet in height and three hundred in length, connects them with the main road, while their little mining village, with its clean and pretty cottages, presents a picturesque appearance. The Parker Vein was the first discovered and earliest mined in the Coal field, and was boated down the Potomac for use in the Government Arsenal at Harper's Ferry, long before the iron age of Railroads had commenced.

Local area resident Francis Bridges reports that his father told him of a wooden bridge that connected the shorter rail line at Barrelville with the Cumberland and Pennsylvania Railroad. His father had never seen the bridge, but had been told of its former existence. The 1852 article seems to be describing the same spur and wooden bridge that was described by Mr. Bridges' father and shown on this map. The spur may have been for the Parker and Blubaugh coal mines.