

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

29. The route through the Salisbury area

A study of the route west from Salisbury

As noted previously, the route descriptions in this book are primarily oriented from Salisbury. The immediately preceding chapters have presented research on the route east from Salisbury to Cumberland. From here on, research is presented on the route heading west from Salisbury. This Salisbury-centric orientation is largely an artifact of the order in which we tackled and documented the research. Our primary research focus began with the Salisbury-to-Cumberland route, because of our deep-rooted personal and genealogical connections with that region.

While the Salisbury-to-Confluence portion of the route is fascinating, the region is not as well-known to us. Please keep this in mind as you read about the route west of Salisbury. We know full well that further detailed research needs to be done by others. Ideally, such work should be done by individuals who are intimately familiar with the region through personal experience and genealogical studies.

The Salisbury route, described in a 1906 history book

Page 196 of the 1906 book “**History of Bedford and Somerset Counties...**” ([Appendix 0032](#)) has an article titled “*The Turkey Foot Road through Elk Lick*” that references the 1792 Reading Howell map. In regard to the Salisbury route, it states:

On the Howell map a road is marked as leaving Fort Cumberland, passing westward between the Braddock road and Mason and Dixon’s line, and entering Somerset County south of the present village of Pocahontas. The road crossed the Allegheny mountain into Elk Lick Township by way of where Engle’s mill has since been built. Along this road Joseph Markley in 1796 laid out the town of Salisbury, making and calling the road Main street. The road, which to this day is still known as the Turkeyfoot road, crosses the Castleman’s river at West Salisbury, and near the mouth of Tub Mill run, following the run (the road is now changed) for some distance, crossed the run a short distance west of the sugar camp on the A. P. Beachey farm. ... Tradition has it that the road was preceded by a packer’s trail.

Parts of this route are shown on the 1939 W.P.A. map of early surveys ([Figure 0307](#)).

On crossing Tub Mill Run

Neither the 1792 Howell map of Pennsylvania ([Figure 0085](#)) nor the 1811 revision ([Figure 0020](#)) illustrate the Turkey Foot Road as following, then crossing, Tub Mill Run⁵⁹⁹. The present-day

⁵⁹⁹ Page 72 of the 1906 book “**History of Bedford and Somerset Counties...**” provides background information on Tub Mill Run as follows: “*Tub Mill run passes through the Abraham P. Beachey farm. Here, somewhere along the stream, a pair of common millstones were found many years ago. Mr. Beachey moved one of them to his house, and it still may be there. These stones are supposed to have belonged to a small tub mill that is said to have been built somewhere along the stream by William Tissue. While his own home farm or place did not come down to the run, this account may still be true, and it would be the first mill built in this part of the county. There must be some reason for the stream having the name it has. The date must have been as far back as the time of the Revolutionary war. Both Christian C. and Samuel C. Livengood, who were born about 1803 and 1805, and reared near by, have confirmed to the writer the existence of such a*

Salisbury area is not accurately represented on the 1792 map. The more detailed 1818 Melish-Whiteside map of Somerset County ([Figure 0083](#)) and the derivative 1830 map ([Figure 0784](#)) show the Turkey Foot Road taking a route along the **south** side of Tub Mill Run west of Salisbury, and therefore (contrary to the 1906 history book) does not show it to cross the Tub Mill Run. By comparing the 1818 Melish-Whiteside map to the 1876 Beers map ([Figure 0084](#)), one can see that the route had changed between 1818 and 1876⁶⁰⁰. The 1939 USDA aerial photo of [Figure 0269](#) appears to show a ford north of Tub Mill Run, perhaps substantiating the above quoted 1906 passage.

The February 1962 issue of the “**Laurel Messenger**” includes an article on West Salisbury that supports the crossing of Tub Mill Run, stating:

On the earliest map of Elk Lick township, the Indian trail identified as the Turkeyfoot Road to Cumberland, crossed Tub Mill Run and the Castleman River here.

What map the article references is unknown.

A bridge over the Casselman River

The November 1963 issue of the “**Laurel Messenger**” includes an article on covered bridges that states:

In 1819 a bridge was built over the Castleman River at West Salisbury; cost to county \$1075.00; John Anawalt, contractor. It stood up to traffic 100 years.

This bridge was located at or near the site of the present (2012) Ord Street bridge; see the 1862 plat of Salisbury in [Figure 0300](#). The 1876 Beers map of the town of Salisbury ([Figure 0176](#)) shows the same two crossing sites. The 1876 Beers map of Elk Lick Township ([Figure 0288](#)) shows that after crossing the bridge, a road to the south crossed Tub Mill Run. The route over the bridge and the road to the south form a variant of the Turkey Foot Road.

Volume II, page 196 of the 1906 book “**History of Bedford and Somerset Counties...**” states:

In the Somerset Whig of April 15, 1819, Tobias Musser, John Mostoller and Jonas Hartzel, then county commissioners, advertise that on the first day of May next they will attend at the house of Jacob Haldeman,⁶⁰¹ in Salisbury, Elk Lick township, for the purpose of selling to the lowest bidder the building of a bridge across the Castleman’s river at or near Livengood’s Fording. This was the upper bridge at West Salisbury. The contractor was to show his own plan for building the bridge. This bridge was built by John Anawalt, at a cost of \$1,075. Here we again find that it was

mill somewhere along the run, and to which these millstones must have belonged.” Page 652 of the same book states: “*Well supported tradition says that a small grist mill of the tub-mill pattern was built by William Tissue, on Tub Mill run, somewhere between its mouth and the Cox farm, about the close of the Revolutionary war. One of the millstones may still be seen on the Beachey farm. The stream must take its name from this early mill.*” If memory serves correctly, another book credits the tub mill to Michael Beechley.

⁶⁰⁰ Although the account of the original route appears to be garbled, the route change is described on page 196 of the 1906 book “**History of Bedford and Somerset Counties...**”.

⁶⁰¹ Jacob S. Haldeman was a son of Abraham Haldeman. Abraham was born in 1757 in Lancaster County, and died in 1798 in Elk Lick Township. Abraham’s wife Anna (Shellhorn) Haldeman was born in 1760 in Lancaster County, and died in 1826 in Elk Lick Township (She did re-marry). Their children were John, born in 1782 in Lancaster County, Mary, born in 1783 in Lancaster County (married A. Footz), Jacob, born in 1788 in Elk Lick Township, Peter, born in 1791 in Fayette County, Baltzer, born in 1796, and Christian, born in 1798. The Abraham Haldeman family traveled to Bedford (now Somerset) County with in-law families the Millers and the Shellhorns (Schoelhornes). (Information Courtesy of Steven Haldeman, Anna, Illinois)

necessary for the citizens to raise a part of the cost of the bridge by contributions on their part before the commissioners could be induced to act in the matter. The amount so raised was a little less than four hundred dollars. The original subscription paper may still be found among the papers in the commissioner's office, and is headed by the name of John Livingood with a subscription of fifty dollars, a large sum for any one in that community to contribute to any purpose in those days.

The phrase “upper bridge” in the above passage indicates there were two bridges across the river, suggesting that the Depot Street bridge had been built by 1906⁶⁰². Page 652 of the same 1906 book states:

The first bridge across the Castleman's river is the West Salisbury bridge, built in 1819, and rebuilt in 1833 and in 1860.

The 1876 Beers map of Salisbury ([Figure 0176](#)) indicates that the Depot Street bridge did not exist when the map was drawn. The 1876 Beers map of West Salisbury ([Figure 0607](#)) shows the Ord Street bridge, and several businesses that were located south of it.

West Salisbury

After the bridge was built, the Turkey Foot Road can be thought of as both going across the bridge and using the ford. The west side of the bridge eventually became known as West Salisbury, as related in Volume II, page 654 of the 1906 book “**History of Bedford and Somerset Counties...**”:

The long meadow belonging to the David Livengood farm, on the west side of the river, was platted into the town of West Salisbury, in 1871, by the Salisbury & Baltimore Railroad company. The part above the river bridge was platted by others. A number of lots were sold, but little building was done until after 1877. A steam gristmill was built about 1870, on the river bank near the bridge. After being operated, perhaps a dozen of years, it burned down and was never rebuilt. Since the completion of the railroad, the town has grown to be a village of about 75 houses. The business part of the village has always been up about the bridge, where the hotel, stores and other business houses were built. The first hotel was built by Thomas Williams; it burned and was rebuilt by John R. Fair. West Salisbury became a post office about 1904. Joseph Patton was the first postmaster.

Probably the greatest industry in the township ever had, aside from coal mining, was the Standard Extract works, built in West Salisbury, in 1888. The plant cost upwards of \$60,000. Their business was the extraction of certain properties from chestnut wood, that are used in tanning. It was a thoroughly equipped plant for its business, and gave employment to a large number of men, both in the works and in cutting and hauling the chestnut timber used. The works were destroyed by fire in 1892, and were never rebuilt.

The location of the Salisbury Steam Mill Company is identified on the maps of [Figures 0176](#) and [0607](#). After crossing the bridge, people who were traveling west turned south, and crossed Tub Mill Run. Volume II, page 653 of the 1906 book “**History of Bedford and Somerset Counties...**” states:

In 1893 the house of John Haines, near the Tub Mill run bridge, in West Salisbury, burned down, and with it two small children lost their lives.

⁶⁰² The Depot Street bridge was definitely built by May 12, 1939, because it appears on a USDA photo from that day.

Ord Street, and the 1876 fording site

Although the 1906 book mentions “*Main Street*”, the 1876 Beers map (Figures [0176](#), [0177](#)) shows no road called Main Street. According to the article “*The Markley History*” in the “**Casselman Chronicle**” (Volume XXXI Numbers 1 and 2), the original town plat shows the present-day Ord Street as “*Main Street*”. In his article on the Turkey Foot Road in the “**Casselman Chronicle**”, Volume XXXI, Numbers 1 and 2, Rich Yoder also indicates that Ord Street was once called Main Street. These statements are consistent with a 1959 copy of Douglas Baker’s town plot, see [Figure 0531](#).

A description of Salisbury

The “*Main Street*” description is also included in Volume II, page 656 of the 1906 book **History of Bedford and Somerset Counties...**, which states:

The town of Salisbury was founded April 15, 1796, by Joseph Markley, on a part of a tract of land known as “John’s Fancy.” This tract was surveyed to John Markley,⁶⁰³ father of Joseph Markley, and was the first farm in Elk Lick township that was settled on. As Markley platted the town, there were 56 quarter-acre lots, laid out in somewhat singular manner. His main street is now Ord street. According to the deeds, Markley sold fifteen of the lots, in 1798. At the uniform price of three pounds per lot, without regard to their situation.

Figures [0208](#) and [0326](#) are photos of Ord Street. [Figure 0210](#) shows the location (Latitude 39.754059°, Longitude -79.089152°) where the Turkey Foot Road turned southwest to go to the Casselman River crossing that is shown on the 1876 map. As previously stated, this route appears to follow the edge of Peter Livengood’s 1775 warrant property ([Figure 0605](#)), and is illustrated on the current Elk Lick Township parcel map as a closed road.

The location of the 1876 ford is shown by [Figure 0211](#); the old A. P. Beachy farm can be seen in the background. In actuality, there was a cluster of fording places from about Latitude 39.752609°, Longitude -79.093355° to Latitude 39.752271°, Longitude -79.093044°, as can be seen clearly in the aerial photo of [Figure 0269](#). [Figure 0275](#) shows the location of the A. P. Beachy farm in relation to the fording locations.

According to Salisbury resident Harry Ringler, Senior, the area on the east side of the Casselman River, near the fording site, was once a large Indian village encompassing several acres. As a youth, he came to the area to find arrowheads. Mr. Ringler is knowledgeable about Indian artifacts, having studied them all his life. He found no European trade goods at the site. A spring⁶⁰⁴ that would have presumably served the Indian village was rediscovered recently when ancient trees (up to five feet in diameter) were harvested on a nearby fencerow. According to Mr. Ringler, there was also a several-acre Indian village on the opposite side of the river, towards the Beachy farm, and there were other sites along Tub Mill Run and the Casselman River. The presence of Indian villages on both sides of

⁶⁰³ According to the article “*The Markley House*” in Volume LI, Number 2 of the “**Casselman Chronicle**” (2011), John Markley’s log house was donated to the Highland Association. The article includes a photo of the house. Mr. Dietle is descended from John Markley through John’s daughter Margaret, who married John Hendricks(on). Their daughter Mary “Polly” Hendricks was born on March 10, 1776 in Elk Lick Township, and married Jacob Beeghley/ Beeghly/Beachly. Although the will abstract of John Hendricks in the 1900 book “**Historical Collections of Harrison County, in the State of Ohio**” lists John’s daughter as Mary Picaly, Mr. Dietle believes “*Picaly*” is an inadvertent corruption of “*Beachly*”. For more information on the Markley family, see Ruth Markley’s 1980 book “**John Markley Descendants**”.

⁶⁰⁴ Page 78 of Cassaday’s 1932 book “**The Somerset County Outline**” mentions a good spring near the “*Long Field*” on the south side of the town of Salisbury.

the ford means that there was at least one local Indian path, and probably several, and suggests that the ford may have been used by an Indian path.

The description of Salisbury continues in the 1906 book:

On the south side of the street are four blocks of ten lots each; four lots of each block front on the street, and four on the rear. If they front on anything, it is on an alley that was never opened. On the north side is a single tier of sixteen lots, in blocks of four lots. These extend back eight rods to an alley 28 feet wide, that he calls Middle alley. According to the deeds, Markley sold fifteen of the lots, in 1798, at the uniform price of three pounds per lot, without regard to their situation. Two lots belonging to the Simpkins estate were sold for three pounds and eleven shillings, and the old Brewer lot for three pounds, seven shillings and six pence. Although the town has grown to have a thousand inhabitants, twenty-four of the original fifty-six lots have never been built on. An examination of all the Markley deeds on record shows that the highest price he received for any one lot was ten dollars. This was for the present Jere J. Livengood lot. The Markley plan provided for three streets extending north and south. These are now known as Gay and Grant streets, and Smith avenue. It is said that the road from Berlin to the Maryland line was not then located, and that Markley, not knowing where this would be, provided these streets to meet the road on any route that might be chosen. The road entered the town on Market (now Grant) street, and became the main thoroughfare. Peter Shirer built the first house on lot No. 32, on the corner of Grant and Ord streets, where Michael Hay afterwards built the brick house. Mathias Markley built on the old Brewer lot; Adam Glotfelty on lot No. 33 (Silas A. Wagner, present owner), and Martin Weimer, Jr., on the Simpkins lot. All of them were built from 1798 to 1801. The Brewer house is still standing. The house owned by Jere J. Livengood was built by Samuel Farner, perhaps, almost as early as the others. Peter Shirer, who had carried a peddler's pack, opened the first store. John Welsh probably kept the first tavern. Peter Shirer also kept a tavern at one time. The Brewer and Martin Weimer houses were also taverns at one time.

In 1823 the store of Peter Shirer was entered by boring out a part of a window shutter, and robbed of about \$350, a large sum for those days. Shirer offered a reward of one hundred dollars. The thief proved to be one Halderman, his son-in-law. It then became a family affair.

In 1815 Peter Welfley and Peter Shirer platted an addition of 46 lots on the north side of Middle, or Broad Alley. Douglas Baker was the surveyor. He probably also surveyed the Markley lots. In 1826 Christian Shockey laid out a small addition from the Leochel property north to the borough line. In 1849 John Smith platted the lots in what is known as Jerusalem. His name was given to that part of the town by Lizzie Brewer. In 1869 the remaining ground between Union street and the old Markley farm and down to the river was platted into lots by Silas C. Keim and Jacob D. Livengood. In 1869 John W. and Abraham P. Beachey platted seventy lots south of the Markley plan. These lots were sold at private sale at a very reasonable price, and many of them were improved within the next two or three years. The lots on the north side of Ord street, between the last lots of the Markley plan and the river, were platted later by William Smith and the estate of Dr. Stutzman. Those on the south side of the street, opposite the Brewer or Smith meadow, as it used to be called, were laid out by Michael Hay, John W. and Abraham P. Beachey about 1876, but it is only within the last ten years that any number of them have been sold.

The first tinner in the town was Phineas Compton, who was also able to make a first-class squirrel rifle. His shop was where the Reformed parsonage now is. Peter Welfley's pottery was established

in 1809 on the present Milton Glotfelty lot. He also built a good log house upon the corner where the Elk Lick Supply Company's store now is. A postoffice was established under the name of Elk Lick in 1812, and Peter Welfley was the first postmaster. An old account-book of his shows that the charges for postage on letters in those days ranged from 5 1/2 cents to \$1.26. Peter Shirer was the second postmaster. The first church was built up at the old graveyard by the Lutherans and Reformed in 1809. The brick church now owned by the Brethren was built in 1853. On its site was once an old log building, in which Peter Markley kept a store. Afterward a farmers' store was kept here. The stone house was built by John Keagey about 1820.⁶⁰⁵ Keagey was one of the most prominent citizens of the village and well-to-do. In 1823 he became involved in the celebrated Boring robbery, for which he and Peter Markley were arrested. Both entered bail for court. Keagey immediately took to drinking, and is said to have died within a week. While his death may have been due to excessive drinking, the prevailing opinion was that he had taken poison. In those days people looked on suicide as such an abhorrent crime that they would not permit the body of a suicide to be buried in a graveyard, so Keagey was buried in a field of his in the rear of his house. Peter Markley, on trial, was found guilty and then, being still at liberty on bail, he fled from the country. Keagey and Markley were partners in a store, and they, with a man named Kreider, had, through collusion with a wagoner who was hauling a load of goods from Baltimore to the Ohio river for Abraham Boring, a merchant living somewhere in Ohio, diverted them from their destination and stocked their store with them, and on the goods being found in their possession their arrest followed. Kreider fled before arrest.

The Samuel Glotfelty house, at the corner of Grant street and the Broad alley, was built by Jacob Fuller, who kept a tavern in it. It was kept as a tavern until 1850, William De Haven being the last landlord. The first brick house was built by Benjamin De Haven in 1849. Tunison Glotfelty has rebuilt it. The second one was built by Elijah Wagner, who kept a store in it. This house, which was opposite Leochel's hotel, has been torn down.

In 1838 a large bear came into the town and walked leisurely down Union street to the river. David Steele and other noted hunters organized an immediate pursuit, but bruin got away. No other bear was ever seen in the vicinity until the one which figured in the famous bear hunt of 1851.

In 1868 the Berlin Foundry was removed to Salisbury by Ohley & Lepley, its owners, they having associated themselves with a stock company formed by a number of citizens. Its site was on the west side of Grant street, opposite the large spring in the Beachey addition. While it has gone out of business long years ago, its being here was the beginning of the prosperity that Salisbury has enjoyed for the last thirty-five years. A planing mill, which Tunison Glotfelty and Edward Durst established about the same time, is still in operation. An ancient tannery was at one time operated by Peter Deal on the foundry site. This was about 1815.

In 1871 Silas C. Keim and Jacob D. Livengood began a private banking business, which was carried until 1878 or 1879 when it was discontinued, being no longer profitable on account of the long continuance of hard times following the panic of 1873. The First National Bank of Salisbury was organized in 1902, with a capital of \$50,000. Its deposits at this time reach about \$150,000. John L. Barchus is president. The first dwelling house known to have been destroyed by fire was a new frame house belonging to Benjamin De Haven, which burned down in December, 1848. It

⁶⁰⁵ The beautiful Keagey stone house ([Figure 0708](#)) is located at Latitude 39.752933°, Longitude -79.082532°.

stood on the lot where Tunison Glatfelty now lives. About two years later the dwelling house of Jonathan Kelso and two carpenter shops belonging to Mr. Kelso and John Rosenbaum were burned. This was where Samuel J. Lichty now lives. In 1851 a hotel belonging to Benjamin De Haven, but occupied by Leonard Berkey, was destroyed by fire. In 1868 the dwelling houses of Peter S. Hay, Ambrose Breig and Peter Welfley, together with what probably then was the best equipped carpenter shop in Somerset county, were burned down. This fire had its origin at night in the Breig dwelling. On the night of March 18, 1895, a wide swath was cut in the business blocks of Salisbury by a fire which originated in the printing office of Peter L. Livengood. Henry Leochel's hotel, Beachey's hardware store and opera house, the Stutzman brick house, Livengood & Saylor's store, on the west side of the street; Dr. Speicher's fine dwelling and also his drug store, a dwelling, barber shop and harness shop owned by Mrs. O. W. Boyer, on the east side, were all destroyed, with a property loss of nearly \$25,000.

On April 8, 1895, the large hotel owned by Drusilla Hay was destroyed by fire, and with it the wagonmaking shop of Samuel Kootz and the meat market of Casper Wahl, the Hay block, besides the hotel, containing the general store of George Walker, and a large hall for public meetings. The large hotel of Dennis Wagner was also destroyed by fire, but some years earlier, about 1884.

In the summer and fall of 1848 an alarming epidemic of typhoid fever prevailed in and about Salisbury. The present writer, then a small boy, remembers of thirteen deaths as having taken place in the village or within a half a mile of it. This, for a population of probably less than two hundred, was a high rate of mortality. In the fall and winter of 1861 an epidemic of diphtheria prevailed, both in the town and township, with an unusual number of fatal cases, both of children and adults. Of a family by name of Yowler, with seven children, every child died. For a time funerals were of almost daily occurrence, and the writer remembers three open graves at one time. Adam Caton, a citizen of the town, was instantly killed in January, 1862, by a falling tree.

While it will be seen that a full share of hard luck has come to individuals, still the town has prospered greatly, as any thrifty and enterprising community deserves. There are two hotels, two restaurants and twenty-one stores. One of the finest schoolhouses in the county was built in 1903. There are six churches, an Odd Fellows lodge, also a Knights of Pythias lodge. ...

Salisbury was incorporated as a borough in 1862.

Page 367 of the same book states:

The first schoolhouse in the township was built about 1800, on a lot in the village of Salisbury that was donated for school purposes by Joseph Markley, the founder of the town. This first schoolhouse was of the log cabin type, round logs⁶⁰⁶ and clapboard roof. Its door was hung on wooden hinges, and its windows had no glass. An open fireplace warmed it, and its appointments were of the most meagre kind. Its cost was ten dollars. William Warfield taught the first school in

⁶⁰⁶ According to Thaddeus Mason Harris' 1805 book "**Journal of a Tour...**", the distinguishing feature between log cabins and log houses was whether or not the logs were hewn. He states: "*The temporary buildings of the first settlers in the wilds are called Cabins. They are built with unhewn logs, the interstices between which are stopped with rails, calked with moss or straw, and daubed with mud. The roof is covered with a sort of thin staves split out of oak or ash, about four feet long and five inches wide, fastened on by heavy poles being laid upon them. 'If the logs be hewed; if the interstices be stopped with stone, and neatly plastered; and the roof composed of shingles nicely laid on, it is called a log-house.'* A log-house has glass windows and a chimney; a cabin has commonly no window at all, and only a hole at the top for the smoke to escape. After saw mills are erected, and boards can be procured, the settlers provide themselves with more decent houses, with neat floors and ceiling."

this primitive temple of learning. ... This school house was used for some twenty years. It was torn down in 1824, and replaced by a house of hewed logs with a shingle roof and a floor of sawed boards. It was fairly well lighted, and was heated by a ten-plate stove. It was a warm and comfortable building. We acquired our own first experience of what a school was within its walls. As the house then was, there were two flat tables, almost as long as the room itself. The smaller and least advanced of the scholars were seated along these tables. Slanted boards about eighteen inches wide were secured to the wall on the north and south sides. These were used for writing desks, and the larger pupils were seated along these two sides. The benches were made of two-inch plank, with holes bored in to receive the round legs that supported them. From fifty to sixty scholars could be accommodated. This building remained in use until 1847.

One of the establishments in Salisbury was the Monteveu House, which is shown in [Figure 0600](#). The plat of Salisbury ([Figure 0601](#)) on Edward Walker's 1860 map of Somerset County shows that the Monteveu House was located at the intersection of the Turkey Foot Road (now Ord Street) and the road from Somerset (Route 219). The structure was located at Latitude 39.752704°, Longitude -79.081365°.

A house in Salisbury ([Figure 0868](#)) that is located at Latitude 39.753205°, Longitude -79.08261° (the intersection of Ord and Smith streets) is thought to have also been an inn along the Turkey Foot Road. The log section of the structure is estimated to have been built circa 1820. John Markley's son Mathias is said to have lived in this house after retiring from farming.

While discussing the Turkey Foot Road with Harry Ringler, Senior in 2013, Mr. Dietle told Mr. Ringler about a Turkey Foot Road stagecoach route tradition in Fayette County. Mr. Ringler stated that he knew of no stagecoach traditions relating to Salisbury.

Wallace's description of the Salisbury route

Page 165 of Wallace's 1965 book describes the route through the Salisbury area, as follows:

...thence approaching Salisbury by way of the cemetery east of town. It ran through the town of Salisbury about where Union Street is today, crossed Main Street, and in the western outskirts of the town forded the Casselman River at the point of Tub Mill Run on the west side of the river and the mouth of Meadow Run on the east side.

The cemetery that Wallace refers to is shown in [Figure 0308](#). According to Harry Ringler, there used to be an old log church building at the cemetery.

Wallace received his Turkey Foot Road information from Salisbury area resident Jack Pyle. Since it is difficult to imagine Union Street crossing near the mouth of Meadow Run, one can speculate that Wallace accidentally misquoted Pyle. It is Ord Street that actually goes "by way of the cemetery east of town". On the eastern part of the 1876 Beers map of Salisbury ([Figure 0177](#)), that cemetery is identified as the "Union Cemetery".

The log church that Mr. Ringler describes is the Reformed and Lutheran church described in Volume II, pages 470 to 471 of the 1906 book "**History of Bedford and Somerset Counties...**":

St. John's Evangelical Lutheran Congregation of Salisbury dates back to about the same time as the Reformed congregation of the same place, and its early history is about as hazy. Tradition has it that early ministers from the east visited the settlement from time to time, preached to the people at private houses, and baptized their children. Who these ministers were is no longer known. There

is very little doubt but that Rev. Michael Hey, who preached at Berlin in 1789, also preached here at times. Frederick William Lange is the first Lutheran minister that can be positively connected with this congregation, and that as early as 1794, if not earlier. There are no old records in existence. These, whatever they were, were kept for many years by Peter Welfley, and were lost by fire in 1868. Here arises the question: Did the Lutherans and Reformed keep their records in the same book? Their relations were so close for nearly a hundred years that this at one time may have been the case, and if this is so then the baptismal record escaped the flames only to be destroyed in another way. The St. John's Reformed church has a translation of such a register that contains the names of several Lutheran ministers, and also the baptismal records of known Lutheran parents. In 1809 the two congregations jointly built a church in the east end of the village, in which they worshiped until 1853, when they built the brick church now owned by the Brethren. ... There certainly was a long period during which the congregation was dormant. The old Lutherans during this period worshiped with the Reformed congregation, while still adhering to their early faith. Many of their children as they grew up entered the Reformed church. In the fall of 1848 a reorganization of the congregation was effected...

Page 480 of the same book states:

In 1809 the Reformed and Lutherans jointly built what for those days was a commodious church. It was a log house, but as we ourselves remember it, it was weatherboarded on the outside and lined on the inside, with a gallery on three sides.

The 1809 cornerstone of the log church survives. Harry Ringler, Senior provided a photo ([Figure 0690](#)), along with the following background information:

Enclosed is a picture of the corner stone from the old log church that was in the Union Cemetery above Salisbury along the Turkey Foot Trail.

*Here is a little history of the stone. Years after the church was removed, the stone came into possession of Doc McKintey. When he died, his neighbor got it, and he donated it to the United Church of Christ, where it is today.*⁶⁰⁷

The stone was quarried along the Turkey Foot Trail, and came to Salisbury by the trail. Also, some grist mill stones were made there. The stone is 40 inches long. The ends are 10" x 14". ...I think this is a part of the Turkey Foot history, and is cut in stone.

Pyle's 1976 article gives a different account of the Salisbury route

As related below, Wallace's local guide Jack Pyle wrote a 1976 article with his daughter that indicates that the Turkey Foot Road went through Salisbury about where Ord Street is located. The present-day Ord Street is located south of the Union Street that is mentioned in Wallace's book. The 1876 Beers map of Salisbury ([Figure 0176](#)) shows two crossing locations; a bridge north of Tub Mill Run, and a ford south of Tub Mill Run but north of Meadow Run. Pyle's 1976 article is in harmony with the map.

⁶⁰⁷ The article "St. John's Lutheran Church, Salisbury" in Volume XXXII of the "Casselman Chronicle", numbers 1 and 2 indicates that the cornerstone was incorporated into the foundation of the McKinley home, and was saved by Elmer Hutzell when the home was razed. The article also states that the log church was used until 1853, when a new union church building was constructed on Ord Street.

Pyle's 1976 article describes the route at and near Salisbury

In the article by Jack Pyle and his daughter Judith titled "*The Turkeyfoot Path*" in the 1976 Volume XVI, Number One issue of the "**The Casselman Chronicle**", the route east of and through Salisbury is given as:

...entering Somerset County somewhat north of U.S. 40 and continuing westward near Pocahontas. From that point the road crossed the Allegheny mountains into Elk Lick Township where Engle's Mill once stood (presently owned by Edwin Mast). It ran through Salisbury about where Ord Street is located today, crossed Grant Street, ran in a westerly direction, and crossed the Casselman River between Tub Mill and Meadow Run...

The Elk Lick Township survey warrant map

The 1939 W.P.A. Elk Lick Township "survey warrant" map⁶⁰⁸, included as [Figure 0293](#), shows portions of the Turkey Foot Road in Elk Lick Township at the time of the original property surveys. The surveys are covered in some detail in other chapters.

The 'Long Field'

Volume II, page 3 of the 1906 book "**History of Bedford and Somerset Counties...**" provides more information on the long field, as follows:

Just outside of the corporate limits on the south side of Salisbury is a long and rather narrow plat of ground having an area of about two acres that is entirely free from trees and brush. In the woods, a few steps from its south end, a spring famous for its good water issues from the hill above.

The writer's own recollection of this "Long Field," as it is called, goes back for a period of about sixty years. At that time it had all the appearance of a fallow field, surrounded on all sides by the forest primeval. Except that the wood on the west side has been somewhat thinned out, it is so at the present time. The oldest people of the community, born and reared in the vicinity, and themselves long since gone, always said that this "Long Field" was in the same condition that it now is when the white man first settled in the valley of the Castleman's river. They further said that the very first settlers who were still living in their time, all said the clearing of this field was not the work of the white man. Had it been the work of any settler, there certainly would have been traces of his house existing within the memory of old people who were living fifty years ago. We believe, also, that it is a part of a tract of land which never had any improvements of any kind until within a very recent period. The "long field" has always been looked upon as the work of a people who preceded the white man.

An old fallow field reverts to a forest state much more slowly, and initially with different plants, compared to a clear cut woods. A fallow field tends to grow over in thick, tall grass that suppresses the growth of other plants for many years. A clear cut woods is quickly overgrown with thick, virtually impenetrable briars, followed by a rather even coverage of saplings that eventually kills the undergrowth.

As an example of the survival of Indian fields in New York, Volume II of the 1791 "**New-York magazine**" refers to "*an old Indian settlement...where we saw the remains of many Indian fields and*

⁶⁰⁸ The W.P.A. warrant map was provided courtesy of Harry Ringler, Junior.

old orchards, along the lake, destroyed by General Sullivan in 1779". The referenced fields would have lain fallow for about 12 years, but were still identifiable as fields circa 1791. It certainly seems as if the long field was another such abandoned Indian field, as early Salisbury residents believed. The existence of such a field points to an Indian village from the historic period that helps to explain why an early path came through the area.

The 1881 book "**Primitive Industry**" explains why Indian fields sometimes remain identifiable for long periods of time:

There are still to be seen, in various parts of New Jersey, certain barren, weed-grown tracts, or "clearings," as they are called, if still surrounded by a forest growth, known as old Indian fields. At the time of the settlement of the country by Europeans, these tracts were under native cultivation. In many, the cropping seems to have been so persistent, year after year, that the fertility of the soil was finally exhausted; and to this day, it shows the ill effects of improper treatment.

