

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.

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32. A review of southern route traditions

Introduction

Descriptions of several southern forks of the Turkey Foot Road have been encountered, and are reviewed in this chapter. One such description relates to a through route that forked in the vicinity of Listonburg, with one fork leading to Harnedsville, and the other heading to Braddock's road. This Listonburg route, described in 1960s issues of the "**Laurel Messenger**", may be based on interpretation of 1792 Howell and 1794 Griffith maps, combined with local tradition. The Howell map also documents a path ending on Braddock's road at Strawn, Maryland. This path, which extends past the headwaters of Ellick Creek, would have crossed the proven northern route of the preceding chapter. Another route, passed down in oral tradition, was a corridor of paths that connected with the proven northern route to Whites Creek. This route *may* be part of the path documented on the Howell map. A fork of this route may have connected with Braddock's road just west of Grantsville, Maryland via Pack Horse Ridge. This chapter reviews all of these routes, but is not considered definitive.

The Turkey Foot Road is described in a 1906 history book

Page 196 of the 1906 book "**History of Bedford and Somerset Counties...**" ([Appendix 0032](#)) has a section titled "*The Turkey Foot Road through Elk Lick*". It references the 1792 Reading Howell map ([Figure 0001](#)), and includes the following statement:

The Howell map shows that after crossing an unnamed stream (probably White's creek) it forked, the right hand road continuing to the Castleman's river, which it crossed near the present village of Harnedsville, and finally crossing the Laurel Hill, into Fayette county. The left hand road went toward the Youghiogheny river, which it crossed apparently a couple of miles below the crossing place of the Braddock road. About halfway between the place where the road forked and the Youghiogheny, the map also shows a road as coming into it from the Braddock road, leaving the latter road while it is still in Maryland.

The right-hand road is accurately described, but the left-hand road is not. As detailed below, the left-hand road joined Braddock's road in Pennsylvania, in the vicinity of where the Listonburg Road joins the National Road. The route described as leaving Braddock's road "*while it is still in Maryland*" is Braddock's road running northwest from Strawn, Maryland, and the route it departs from is actually the Morgantown Road. The 1906 book has Braddock's road connecting with itself. Unfortunately, such mistakes are extremely easy to commit when interpreting old maps.

County historical society publications describe a route to Listonburg

The February 1962 issue of the "**Laurel Messenger**" speculates that the Turkey Foot Road or its antecedent was used to reach the Great Crossings. In regard to the William Tissue survey near Salisbury, it states:

This record points to the possibility of early travel from Wills Creek to Great Crossings of the Youghiogheny being routed through Salisbury on this prehistoric trail.

By the May 1962 issue, the connection to the Great Crossings was reported as fact:

An ancient Indian Trail crossed at this point from Wills Creek to the Great Crossings of the Youghiohgheny River.

In addition to the route shown on the Howell map, such a route is also illustrated on the 1794 Dennis Griffith map ([Figure 0374](#)). The route terminates at Braddock's road near Mear's Inn.

The November 1962 issue of the "**Laurel Messenger**" includes an article on Listonburg that states:

The Village of Listonburg is located on White's Creek in Addison township, in line of the old Indian Trail and packer's path later called the Turkeyfoot Road to Cumberland, southern fork.

This statement infers that there is also a northern fork—presumably comprising the route proven by the preceding chapter. The phrase "...called the Turkeyfoot Road to Cumberland, southern fork" appears to be based on knowledge of local traditions—including an "Indian Trail and packer's path" tradition.

Another issue of the "**Laurel Messenger**" includes an article that states:

Another Indian path from Wills Mountain leading to Great Crossing was early known as Turkeyfoot Trail. It forked at Listonburg, one fork to the north, the other south to its junction with Nemacolin Trail. This name appears in the very earliest land surveys, and is definitely traced in deed records of southern Somerset County.

Surveys relating to the Fort Cumberland-to-Mount Pleasant route that specifically refer to the "Turkey Foot Trail" have not been found. Of the many surveys found that do reference the Turkey Foot Road, none document a route along Whites Creek to Listonburg. The surveys described by the "**Laurel Messenger**" article may be surveys such as the William Tissue survey, which mention a road, rather than a trail. These surveys are described in detail in various preceding chapters.

As noted in a previous chapter, the February 1963 "**Laurel Messenger**" states: "Both north and south forks of the Turkeyfoot Road are clearly marked on the first map of record of Addison township." That article, and the one quoted above, seem to describe how the route on the 1792 Howell map forks to Braddock's road and present-day Harnedsville.

A 1978 issue of the "**Casselman Chronicle**" mentions an 1884 map that shows new township lines and identifies a Turkeyfoot Road to Listonburg. The referenced map has not been positively identified; however, it may be the Somerset County map in the 1884 book "**Geological Hand Atlas of the Sixty-Seven Counties of Pennsylvania...**". Whatever map the "**Casselman Chronicle**" describes, that map must surely show the same route depicted by the Addison and Elk Lick township maps in the 1876 Beers atlas: The present-day Whites Creek and Ringer roads, with minor variations. Whites Creek Road⁶⁵¹ and Ringer Road are illustrated on the portion of the 1884 geological map that is included as [Figure 0801](#). Ringer road meets the proven route near the northerly turn at the eastern foot of Negro Mountain. A route from that turn to Listonburg is also shown on the 1860 Walker map ([Figure 0448](#)). From the eastern end of Ringer road, it is 11.9 miles to Listonburg, using the proven route past High Point Lake, but only 8.7 miles taking the Ringer and Whites Creek roads. This is a 27 percent reduction in distance, on a route that seems to provide better access to watering spots. Because of the time savings the shorter Whites Creek route provided

⁶⁵¹ For a 2013 photo of Whites Creek Road, see [Figure 0944](#).

in the days of animal-powered transportation, one can safely assume that it existed much earlier than 1860, even though it is not shown on the 1818 and 1830 Melish maps.

The article “*The Old Listonburg Road*” in a 1987 issue of the “**Casselman Chronicle**” interprets the southern fork on the Howell map as beginning just west of Negro Mountain, and passing through the vicinity of Listonburg, with a “*spur*” going to Braddock’s road. The “*spur*” reference may be based on the mistaken 1906 interpretation of Braddock’s road being a spur to itself, as described above. Alternately, it may correctly describe the section of road between Braddock’s road and the eventual site of Listonburg that is shown on the 1818 Melish-Whiteside map ([Figure 0083](#)). The 1987 article ignores the potential significance (described below) of a northward flowing creek on the Howell map. Nevertheless, local traditions of a southern fork from Negro Mountain to Listonburg survive among elderly people who learned the traditions from earlier generations, and part of the route is supported by depression era aerial photography included below. The interpretation provided by the 1987 article may be based on such local traditions.

Examining the Griffith and Howell maps

The 1792 Reading Howell map ([Figure 0001](#)) is the earliest known post-Revolutionary war publication that illustrates the Turkey Foot Road as traversing Somerset County. The 1794 Griffith map ([Figure 0374](#)) draws heavily from the Reading Howell map, even to the extent of including an error near Salisbury, but distorts some locations relative to the state line.

In previous editions of this book, the Griffith and Howell maps were passively assumed to illustrate the same route as the Melish maps: The proven northern route that is now followed by the Savage, High Point, Green, and Fort Hill roads. Given the schematic nature of the Griffith and Howell maps, this could still be true, but the “**Laurel Messenger**” and “**Casselman Chronicle**” articles provide a plausible alternate interpretation. The Griffith and Howell maps may illustrate a more direct southern route to the Listonburg area that connected with the Great Crossings via Braddock’s road.

What is that northward running creek the road crosses, and what does it imply?

Both the Griffith and Howell maps show the Turkey Foot Road crossing a creek west of Chestnut Ridge (Negro Mountain) that drains to the north, but no such crossing exists on the proven northern route. In other words, no such crossing occurs along present-day Savage, High Point, Green, and Fort Hill roads. Although Whites Creek drains to the north, the 1818 Melish-Whiteside map of Somerset County ([Figure 0083](#)) and its 1830 derivative ([Figure 0784](#)) illustrate the Turkey Foot Road as traveling along the east side of Whites Creek near its mouth, rather than crossing it. The 1939 W.P.A. map of early Addison Township surveys ([Figure 0294](#)) show that Henry Hartzel and Richard Green owned the relevant properties near the mouth of Whites Creek. The Green survey could not be found, and the Hartzel survey does not show the route.

The tributaries of the northward draining creek that are represented on the Griffith and Howell maps are an excellent match to the tributaries of Whites Creek, which flows into the Casselman River at Harnedsville. Specifically, the tributaries are an excellent match to Puzzley Run,⁶⁵² and the streams that feed Puzzley Run. Based on the accuracy of the depiction of the streams, the northward flowing creek that is crossed by the Turkey Foot Road on the Griffith and Howell maps simply *has* to be Whites Creek. Although the proven northern route, as depicted on the Melish maps, does not cross

⁶⁵² According to the February 1963 issue of the “**Laurel Messenger**”, Puzzley Run was named for the early settler Benjamin Pursley.

Whites Creek, the 1876 Beers map of Addison Township ([Figure 0352](#)) shows that the road along Whites Creek crossed Whites Creek at and east of Listonburg (“*Listonville*”).

Where was Mear’s Inn located?

On the Griffith map ([Figure 0374](#)), Mear’s Inn is located where the southern fork terminated on Braddock’s road. Comparing the Griffith and Howell maps, they both show the same southern fork, but the Howell map is more accurately drawn. On the Howell map, the southern fork meets Braddock’s road at a distinctive westward turn just east of Chub Run, and well north of the state line. The source of Chub Run is located at Latitude 39.743051°, Longitude -79.329481°, 3.8 miles east of the Youghiogheny River on the National Pike (Route 40). The westward turn on Braddock’s road is documented on John Allinton’s 1786 survey (Book A-81, Page 233), but no road from the Listonburg area is shown.

The Puzzley Run and Whites Creek depictions on the Griffith and Howell maps lend some credence to the “**Laurel Messenger**” statement that “*The Village of Listonburg is located on White’s Creek in Addison township, in line of the old Indian Trail and packer’s path later called the Turkeyfoot Road to Cumberland, southern fork.*” When combined with another path tradition described below, and the Chub Run detail described above, a southern fork even seems to be the best interpretation of the Griffith and Howell maps. Nevertheless, because the maps are so schematically drawn, a firm conclusion is difficult to draw. For example, the proven northern route depicted on the 1830 Melish map ([Figure 0784](#)) forks at Whites Creek, and the southern fork immediately crosses Whites Creek as it travels south to Petersburg⁶⁵³ (presently known as Addison). The same crossing is shown on the 1876 Beers map of Addison Township ([Figure 0352](#)).

Listonburg

Present-day Listonburg⁶⁵⁴ is a small place, with very few houses. The 1860 Walker map ([Figure 0712](#)) shows the town name as “*Listonville*”, as does the 1876 Beers map of Addison Township ([Figure 0352](#)). [Figure 0355](#) is a map of the town from the same 1876 atlas. The town map provides a detail of the road Crossing Whites Creek, and also shows the location of various commercial structures. Page 573 of the 1884 book “**History of Bedford, Somerset and Fulton Counties...**” describes the early history of Listonburg as follows:

Listonburg is a small settlement, deriving its name from the Listons, who were the first to establish industries at this point. A tannery was started by John Liston about 1790. An oilmill was connected with it. This was destroyed by fire in 1837. The present tannery was erected about 1852, by John Hendrickson. It is now owned and operated by John McMillen.

A woolenmill, a stone building, was erected at Listonburg as early as 1811. In 1834, Thomas Liston, a native of this county, came to Addison township and purchased about seven hundred acres of land, including the site of Listonburg. He engaged in lumbering and woolen manufacture,

⁶⁵³ Petersburg was named after its founder, Peter Augustine. The November 10, 1893 “**Somerset Standard**” describes the town as follows: “*Its population is only about two hundred, but the surrounding country is thickly settled. It has three very credible churches, two of them with parsonage attachments, a new opera house and public hall, two hotels, both licensed, three blacksmith shops and five or six stores and groceries.*”

⁶⁵⁴ Volume XXVII, Numbers 1 and 2 of the 1987 “**Casselman Chronicle**” has two articles on the history of Listonburg, and includes a photo of the woolen mill.

and in 1844 built the woolenmill, which is now operated by his sons, Jesse⁶⁵⁵ and Jeremiah, under the firm name of Liston Brothers. Thomas Liston died in 1874. Liston Brothers, in addition to their woolen factory, operate a sawmill, a coal mine, run a store, and have a farm of five hundred and thirty acres. They manufacture, including custom work, about thirty thousand pounds of wool per year, into all kinds of domestic linens.

The first blacksmith in Listonburg was Ephriam Stuck, who came in 1849, and is still at work here.

The gristmill at Listonburg was built by J. Gregg, about 1864. It was purchased by its present owner, P. T. Frederick, in 1870. Mr. Frederick is a native of Shenandoah county, Virginia. He devotes his exclusive attention to his trade, milling.

Listonburg is situated in the midst of the most delightful and romantic scenery to be found in the southern part of the county. The village consists of about fifteen houses, and a very industrious population. There are, at this place, one store, one blacksmith-shop, one shoemaker's shop, one tailorshop, one gristmill, one woolenmill, one sawmill, one tannery and one church.

John Liston's circa 1790 tannery may have been reason enough for a road supporting travel from the settlement around present-day Salisbury. Leather was a necessary item to a farming community, and the earliest known commercial tannery in the Salisbury area is the circa 1815 tannery operated by Peter Deal. The circa 1811 woolenmill may have been an additional incentive for travel between the two communities. Several surveys identified below suggest that John Jones had a gristmill in the Listonburg area as early as 1788.

Lingle's Mill was in the vicinity of present-day Listonburg

Volume II, page 629 of the 1906 book "**History of Bedford and Somerset Counties...**" indicates that Lingle's woolen mill was in the vicinity of what became Listonburg. The book describes the early history of Listonburg as follows:

Listonburg, on White's Creek, about two miles northeast of Petersburg, had its origin in a tannery that was put in operation by John Liston about 1790. There was also an oil mill connected with it which was destroyed by fire in 1834. It may be said of all these old oil mills (of which there were many at one time scattered over the country) that their output was linseed oil manufactured from flax seed that came from nearly every farm. A woolen mill in a stone building was operated as early as 1810 by Thomas Lingle.⁶⁵⁶ Thomas Liston built the present woolen mill in 1844. Later it was operated by his sons, Jesse and Jeremiah Liston. Including custom work, their mill manufactured about thirty thousand pounds of wool into goods of various kinds. For years the Liston brothers were the active business men in the neighborhood. They ran a store, a saw mill, a local mine, besides taking care of one of the largest farms in the township. The woolen mill was purchased in 1904 by Cook, Emert & Co., of Somerset. They have since enlarged it, adding ten thousand feet of floor space, and have also added much improved machinery. A grist mill was built here in 1864 by J. Gregg. The first blacksmith was Ephriam Stuck, who came in 1849.

⁶⁵⁵ A biography of Jesse Liston is provided in Volume III, pages 504 to 505 of the 1906 book "**History of Bedford and Somerset Counties...**". It states: "For forty-three years he conducted the woolen mills at Listonburg, being at the same time engaged in mercantile business. He has recently retired."

⁶⁵⁶ According to the January 19, 1830 issue of the "**Somerset Herald**", Thomas Lingle's Listonburg property, including woolen and fulling mills, a sawmill, a house, and a stable, was scheduled to be sold by Sherrieff Joseph Imhoff on the first Monday of February 1830.

Always something of a business place, Listonburg, during the past few years, has become of enough importance to have four retail stores. There has also been a postoffice there for a number of years. ...

The railroad of the Drony Lumber Company passes Listonburg and some distance further up Whites Creek is the small village of Unamis, which has grown up within the past three or four years. There is a postoffice store, as there is also at Strahn, near by.

Page 504 of the same book states:

The first settlement at Listonburg was made about the year 1756, or near the time that General Braddock made his famous trip through this region.

The basis for this early settlement date statement is unknown. While not necessarily untrue, it conflicts with a statement on page 235 of the same book that reads:

At the time of the French and Indian war of 1754-59, Somerset county had as yet no settlements...

A road from Lingle's Mill to Braddock's road

On the 1818 Melish-Whiteside map of Somerset County ([Figure 0284](#)),⁶⁵⁷ Braddock's road is the road just north of Petersburg that parallels the National Pike; see the [Figure 0712](#) enlargement of the 1860 Walker map for clarification. The 1818 map illustrates the proven northern route, and does not show a southern route along Whites Creek. It does, however, show a road from Lingle's Mill coming southwest, directly to the distinctive curve in Braddock's road. Whether this road is the southern fork to Braddock's road that is illustrated on the Griffith and Howell maps is unknown. The 1860 Walker map ([Figure 0448](#)) shows the proven northern route. The Walker map also shows a direct route to Listonburg that begins at the northern turn on the proven route, and follows Whites Creek.

A tradition of a gristmill along an Indian trail

Samuel Wilhelm's article "*The Settling of Listonburg*" in a 1987 issue of the "**Casselman Chronicle**" relates the local tradition that a gristmill located about a half mile downstream from Listonburg was situated along an "*old Indian trail*". The referenced mill *may* be the "*Wrights mill*" that is illustrated on the 1818 map ([Figure 0284](#)) as being located near a northward curve in Whites Creek about three-tenths-mile downstream from where Route 523 passes through Listonburg. From Wright's mill, a road connects with Braddock's road at its distinctive western turn. Mr. Wilhelm indicates that the mill he references preceded the town. Wright's mill fits that description, but whether it is the mill Mr. Wilhelm describes is unclear. Nevertheless, Mr. Wilhelm clearly describes a local Indian path tradition.

John Jones' 1790 survey (Book A-52, Pages 66 and 67) refers to the 180-degree turn in Whites Creek in the area west of Listonburg near Wright's mill as "*Horseshoe Mill Seat*". Just east of the Jones survey, the 1819 survey of Jacob Cox (Book C-31, Page 130) does not show a road. [Figure 0355](#), from the 1876 Beers atlas, shows a mill on the horseshoe curve of Whites Creek that may be about a half mile downstream from Listonburg, but it is on a dead end road ending at the mill.

Mr. Wilhelm was born at Listonburg March 5, 1909, and died September 1, 1996. His article indicates that he found numerous arrowheads on the family farm, along with a quart of chips and three unfinished arrowheads from a site on the farm where arrowheads were made. The location of

⁶⁵⁷ [Figure 0349](#), which was provided by Harry Ringler, Senior, appears to be a photocopy of the printed (as opposed to the 1818 manuscript) version of the Melish-Whiteside map.

his farm has not been determined, but he uses the arrowheads as evidence that Indians were in the Listonburg area. He describes Thomas Liston as the founder of the town of Listonburg, and indicates that Thomas Liston died on September 1, 1874 at the age of 69 years. His basis for citing Thomas Liston as the founder of Listonburg was an old plaque that was located south of town.

Lower Whites Creek Road, west of Listonburg

At the first curve in Whites Creek below Listonburg, a dead end road named “*Lower Whites Creek Road*” branches south from Route T319A. This farm lane begins on Route T319A at Latitude 39.753663°, Longitude -79.319554° ([Figure 0927](#)), and terminates at a barn that is located at Latitude 39.75143°, Longitude -79.321069°, a little more than a tenth of a mile from Route T319A. Such a road is not illustrated on the 1860 Walker map, the 1876 Beers map, or a 1900 topographical map of the area. Nevertheless, the 1939 aerial photo of [Figure 0800](#) suggests that this road may have once connected to Braddock’s road near the distinctive westward turn of Braddock’s road at Petersburg. The distance of the barn from Route T319A suggests that the farmstead was once located along a through road. While all this is merely conjecture, an early version of “*Lower Whites Creek Road*” seems to be the best candidate to be the route that connects with Braddock’s road on the 1818 Melish-Whiteside map ([Figure 0284](#)), which in turn makes it the best candidate to be the route illustrated on the 1792 Reading Howell map ([Figure 0001](#)).

Another “Turkeyfoot road” near Petersburg

The article “*Reminiscences*” in the June 24, 1896 “**Somerset Herald**” describes a “Turkeyfoot Road” running northward from Petersburg. This road appears to be a little farther west, compared to the route shown on the 1792 Howell map. The reference to the road is buried in a humorous article that tells a little about life in the early days of Petersburg:

As previously mentioned the original New Bury school-house was built for a house of worship, long before Addison township had a house built especially for school purposes. In those early days, if a boy in the country got any education at all, he had to pick it up as best he could, for there were no school-houses, and very few schools. The people, becoming more ambitious after a while, were allowed to have a school taught in the old church.⁶⁵⁸ ... This old house was built when the old, or so-called Braddock road was still in use, and the road ran close to the house. The writer’s grand-father built a large log house about three fourths of a mile east of the old church, also on the old road, in which he kept a tavern and a general store. All the nails used in the construction of this house were “wrought” nails, and were made in Berlin, Somerset county, by hand, and carried from there on horseback by the writer’s grandfather... Some of the goods he sold were brought in by packhorses, and some, when the roads were not too muddy, by wagons, from points east, mostly from Baltimore and Philadelphia, on the old road. The writer’s grand-father died at a somewhat early age, and his grandmother occupied the building a long time. At that time there was a road running north past this house towards the Turkeyfoot region, which had been used for a great many years as a thoroughfare, and later as a private lane, dividing the farms of John and Andrew Mitchell. The old lady was thrifty and kept some hogs, cows, etc. One Sunday morning she heard a great commotion among her pigs down the Turkeyfoot road and she went to the porch to investigate. She saw them running for life, literally, towards the house, for an immense black bear was after them, determined apparently to have a nice fat shote for his dinner. The hogs, and

⁶⁵⁸ The redacted part of the article describes some of the church, going to school there, and an individual who committed suicide by hanging himself in the church.

smaller pigs ran as close to the house as they could get for protection, with the bear putting up a remarkably good race as a close second. He came close to the porch, but the old lady had no idea of letting him have any of her pigs for dinner, and being without any kind of weapons, offensive or defensive, she resorted to the universal adornment of women, her apron, and shaking it at the immense animal before her, said: “Drat the bear;” this was always a favorite expression with her. He stopped suddenly, surveyed her for a minute or so, erect on his haunches, dropped again on all fours, and ambled down the road, toward the church.

The article is anonymous, the writer only being identified by the letter “M”. Newbury was a school district that is shown on the 1876 Beers map of Addison Township ([Figure 0352](#)). That map identifies the referenced school, Braddock’s road, and the Mitchell residences. The school is located between the town of Addison (Petersburg, in 1876) and the Youghiogheny River. On the 1830 Melish map of Somerset County, ([Figure 0784](#)), the school is identified as the “Meeting House”, and Mountain’s Inn seems to be the best candidate to be the writer’s grandfather’s house. The meetinghouse is also shown on the 1818 manuscript version of the map, but Mountain’s Inn is not shown.

The 1818 map illustrates Pumpkin Center Road

On the 1818 map and its 1830 derivative ([Figure 0784](#)), the road that comes south to Lingle’s Mill from the proven northern route of the Turkey Foot Road is the antecedent to the present-day Mount Davis Road (State Route 2004) and Pumpkin Center Road. This route runs between Listonburg and the Fort Hill Road. No Turkey Foot Road traditions connected to the present-day Mount Davis and Pumpkin Center Roads have been encountered.

Jones Run was renamed Whites Creek

The 1818 map shows that the present-day Whites Creek was once known as Jones Run. Page 504 of the 1906 book “**History of Bedford and Somerset Counties...**” states that Whites Creek is:

...a beautiful mountain stream flowing rapidly; its headwaters are at the western base of Negro mountain, and it empties into the Castleman river near Harnedsville. In 1850 it was known as Jones’ Mill Run, but between that year and 1856 the name was changed to White’s Creek, the reason for this being that the Jones family, who resided where the town of Unamis now is, sold out to the White family.

What the early surveys show

The 1939 W.P.A. Addison Township ““survey warrant” map ([Figure 0294](#)) does not show a road along Whites Creek. It does illustrate “Braddock’s old Road”, and in the region west of Addison, it illustrates a “United States Road” forking northwest from Braddock’s road. (The “United States Road” was erroneously reported to be the National Road in earlier editions of this book.) The local routes of the National Road and Braddock’s road are shown on the 1860 Walker map ([Figure 0712](#)), which is corroborated by the 1825 Zer. Hagen survey⁶⁵⁹ (Survey Book C-90, Page 185). The surveys that the “United States Road” crosses could not be found, but they all predate the National Road. Whether the “United States Road” on the survey warrant map is related to the “U.S. Road” on the Robison survey described below is unknown, but seems plausible. The 1817 Melish map of Fayette County ([Figure 0817](#)) shows that the “United States Road” crossed the Youghiogheny River at the

⁶⁵⁹ The Zer. Hagen Survey is marked “David mountain’s other land” on Figure 0294.

*“Smyth’s Ford”*⁶⁶⁰ location at the mouth of Oswalts Run⁶⁶¹ that is illustrated on the 1826 Melish map of Pennsylvania ([Figure 0471](#)). The road continued on to Uniontown. Just east of Listonburg, the 1845 Mary Hood survey (Book C-112, Page 17) does not show a road. Just west of the Hood survey, the 1788 John Ruble survey (Book C-227, Page 149) does not show a road, but states that it is *“Situate on the waters of John Jones Mill Run (formerly called Tub Mill Run)”*.

The U.S. Road along Whites Creek

The 1808 George Robison survey ([Figure 0336](#)) shows that there was a road along Whites Creek (formerly known as Jones Mill Run) at an early date (Book C-185, Page 123). On that survey, the road is marked as the *“U.S. Road”*, which suggests that, like the National Road, it was funded by the federal government. Although the act to construct the National Road was passed March 29, 1806 and approved by Pennsylvania on April 9, 1807⁶⁶², the first construction contracts were not made until 1811⁶⁶³. The 1808 road along Whites Creek, whatever its connection to the United States Government, predates the National Road by at least several years.

The *“U.S. Road”* terminology that was applied to the road along Whites Creek may help to explain why the 1853 Mount Savage, Maryland area indenture of Nicholas Berkhard to John Kelley⁶⁶⁴ (quoted in a previous chapter) apparently refers to the Turkey Foot Road as the *“National Road”*.

The 1939 W.P.A. Addison Township *“survey warrant”* map ([Figure 0294](#)) was compared to modern plat maps to locate the George Robison survey along Whites Creek Road. The eastern edge of the survey is located just west of Hoy Run and Platter Hollow Road, and the property straddles the mouth of Puzzley Run. [Figure 0796](#) shows about where the U.S. Road was located relative to Whites Creek Road and Platter Hollow Road. The schematic line on the Robison survey would come to the present location of Platter Hollow Road at about Latitude 39.745008°, Longitude -79.249135°. An old track there is visible on the 1939 aerial photo, in perfect alignment with the schematic line on the survey. At Platter Hollow Road, it seems as if the U.S. Road would have had to turn north or south, because of the steepness of the hillside along the east side of Platter Hollow.

The 1846 James Hood survey (Book C-112, Page 31), the 1843 Thomas Hood survey (Book C-99, Page 258), the 1838 and 1839 surveys for the Peter Augustine properties (Book C-4, Pages 160 and 161), the 1827 George Robison survey (Book C-171, Page 259), the 1863 George Wass survey (Book D-23, Page 69), the 1803 Mitchell surveys (Book C-168, Page 31), the 1825 Fredrick Augustine survey (Book C-11, Page 78), and the 1793 John Jones survey (Book A-52, Page 68) do not illustrate or mention a road. The Jones survey does, however, state that it is *“Situate on ... Jones’s Mill runs About three miles from said Mill...”* As described above, another John Jones’ property, located just west of Listonburg and surveyed in 1790, identifies the *“Horseshoe Mill Seat”*

⁶⁶⁰ According to the February 1963 issue of the *“Laurel Messenger”*, the now submerged town of Somerfield was founded by Philip Smyth in 1818 as the town of Smythfield. This may be a clue to *“Smyth’s Ford”* on the 1826 map. Jacob Smyth owned the property on the Fayette County side of the river, at the mouth of Oswalts Run, and warranted it on March 25, 1808 (Survey Book C-207, Page 185). His January 1824 survey does not identify a road, but does show that his property surrounds the property of an Oswalt that is located very close to the mouth of the run. Oswalt’s property was not patented until 1941.

⁶⁶¹ Oswalts Run is now known as Tub Run. The former mouth of Oswalts Run is now submerged under the lake, but would have been located approximately at Latitude 39.76202°, Longitude -79.389439°.

⁶⁶² *“Pennsylvania Statutes at Large”*, Chapter MMDCCCXLV, *“An act authorizing the President of the United States to open a road through that part of the state lying between Cumberland, in the State of Maryland, and the Ohio River”*, approved April 9, 1807.

⁶⁶³ Page 174 of the 1884 book *“History of Bedford, Somerset and Fulton Counties...”*.

⁶⁶⁴ Pages 242 to 243 of Allegany County, Maryland deed book nine.

just west of Listonburg, and the 1788 John Ruble survey mentions “*John Jones Mill Run*”. Presumably there was already some kind of road between Jones’ two 1790s properties.

Based on the east-west route shown on the Howell and Griffith maps, the early presence of a tannery and gristmill in the Listonburg area, and the desirability of a route along Whites Creek, it seems reasonable to suspect that some road *may* have continued east from the Robison survey toward Salisbury, merging with the proven route. No evidence of such a route could be found on the surveys between Robison’s and the proven route.

Mr. Ringler described a trail from the northern route to Listonburg

As noted previously, Mr. Ringler described two different Turkeyfoot routes: A northern “*road*” that passed south of High Point Lake (part of the proven northern route), and a southern “*trail*” that followed Whites Creek to the present-day location of Listonburg. In the overall scheme of things, this route may have been a shortcut connecting with Braddock’s road or the National Pike heading west. The following is what Mr. Ringler described regarding the trail to Listonburg.

The Pine Plantation

[Figure 0225](#) was taken along the Savage Road high up on the flat top of Negro Mountain, from Latitude 39.756133°, Longitude -79.177967° looking 310 degrees west-northwest, about 300 yards north of Glenn Shumaker’s house. Mr. Shumaker told Mr. Ringler that the Turkey Foot Road ran across the edge of this pine plantation, out near the present-day Savage Road. This property was once owned by Mr. Shumaker’s mother-in-law. While the old surveys show that the northern route cut through this general area toward Winding Ridge, 1939 aerial imagery reveals that a maze of primitive roadbeds in this area also head down toward Whites Creek.

The aerial imagery and the old surveys support a local tradition that Harry Ringler passed on to us. He told us that the Turkey Foot Road forked, the southern fork following Whites Creek to the present-day Listonburg area, and the other fork passing south of the present-day High Point Lake, as the northern route described in the previous chapter. He followed his verbal description up with a sketch at a later date that showed the fork to be northwest of the pine plantation. His sketch of the fork was a reasonable match to some of the trails visible on the aerial photograph (referenced below) that he had not seen.

Past the hunting clubs

The next trail location that Glenn Shumaker described to Mr. Ringler (about two weeks before our trip) was back a private lane known as Wisseman Lane that extends south from a right angle bend in Savage Road. Mr. Shumaker’s people were from this general area. The sign on the lane reads “*Pine Swamp Hunt Club*”. Mr. Shumaker said that the Turkey Foot Road crossed south of the last hunting cabin. The lane was gated shut just past the last hunting cabin, at Latitude 39.755317°, Longitude -79.192867°. The gate prevented us from continuing south to search for the old roadbed, and no photos were taken. The GPS coordinates are about 1.6 miles south of the eastern end of present-day High Point Lake; i.e., close to the Winding Ridge route.

[Figure 0341](#) is a 1939 aerial photo that has been marked up to show the locations of traces of a number of primitive through roads between both the [Figure 0224](#) and “*pine plantation*” locations and the hunting camp area. Obviously, there was a lot of travel through there. The roadbeds are relatively faint, due to the level nature of the ground, which minimized erosion. The roadbeds highlighted in red head toward the general location where Wable Drive comes out on Christner

Hollow Road. The roadbeds highlighted in green head toward the vicinity of present-day High Point Lake. These route mazes clearly show that in the old days, a trail was really a transportation corridor rather than a single, clearly delineated entity.

Where Wable Drive comes out on Christner Hollow Road

[Figure 0227](#) was taken along Christner Hollow Road, near the northern end of Wable Drive, from Latitude 39.755433°, Longitude -79.206733° looking 80 degrees east-northeast. Mr. Ringler was told that the Turkey Foot Road passed by the big clump of trees that can be seen in the photo, but he does not recall who told him. He reports that Glenn Shumaker said, in regard to this location, “*that’s about right*”. The clump of trees is located at Latitude 39.756635°, Longitude -79.20417°. [Figure 0343](#) is a 1939 USDA aerial photo that has been marked up to show old roadbeds between the area just south of the present-day hunting camps and the Figure 0227 photo. This route does not appear on the 1876 Beers map, but the Christner Hollow Road does ([Figure 0351](#)).

The Glenn Durst place

[Figure 0228](#) was taken along Wable Drive, from Latitude 39.749967°, Longitude -79.217833° near Glenn Durst’s barn, looking 190 degrees south-southwest. Mr. Ringler understood the Durst family to say they thought that the Turkey Foot Road went through the second field, i.e., on the far side of the stone fence. The Dursts also said that the road followed the ridge along Whites Creek to Listonburg. Mr. Ringler was uncertain if this information related to the Turkey Foot Road, and said that he was unsure of this location and was just reporting what he had been told.

The Durst barn sits seven-tenths-mile back from Christner Hollow Drive at Latitude 39.749786°, Longitude -79.218408°, where Wable Drive ends. The very fact that the farmstead sits so far back from the present-day through road is reasonable evidence that a through route passed through the farm back in the days of horse-drawn transportation. The topographical map of [Figure 0797](#) shows that Wable Drive passed through from Christner Hollow Road to Whites Creek Road in 1900. This private road⁶⁶⁵ can be seen on the 1939 aerial photo in [Figure 0344](#), which is described in more detail below.

The juncture of Whites Creek and Christner Run

Harry McClure lived near the sharp curve in Whites Creek Road where Christner Run comes out to the road and then joins Whites Creek. That curve is located at Latitude 39.742102°, Longitude -79.217697°, and is 2.1 miles east of Platter Hollow Road following Whites Creek Road. Mr. Ringler believes that it was Mr. McClure who told him that the Turkey Foot Road came close to Whites Creek at that curve, and then followed the ridge above the creek. This is not intended to mean that it ran on top of the ridge; rather, it means that it followed the terrain.

⁶⁶⁵ [Figure 0799](#) is included to give readers a sense of how primitive a *public* road could be in rural Somerset County, even as late as circa 1927 to 1931. The photo, which was taken approximately from Latitude 39.761511°, Longitude -78.826864°, shows a portion of the through road in Southampton Township that is now known as Walnut Lane. At the time of the photo, this public road was nothing more than two wheel traces through the grass: what we might generously refer to as a jeep trail today. The road had already been there a long time; the house was probably built in the 1860s, according to what a previous owner (Gladys Edna Korns) said in the 1960s. The present-day blacktopped Walnut Lane still follows the portion of the route that is visible in the photo. A 1939 aerial photo shows that Walnut Lane had been improved by that time, and was no longer a rude trail; however, it was still amazingly rustic in the 1957 to 1970 period. A bit of Somerset County trivia: The garage that is visible in the photo is included at the left-hand edge of the cover of a 2007 British rock album titled “*The Early Garage Years*”. The album is a compilation of songs by the “*The Bluetones*”. [Figure 0977](#) shows the same portion of Walnut Lane in 2013, along with descendants of the oldest individual in the earlier photo. The red car points in the general direction of a log barn that was once located nearby.

[Figure 0344](#) is a 1939 USDA photo that has been marked up to show the visible traces of primitive roadbeds in the area between Durst's farmstead and the juncture of Whites Creek Road and Christner Run. Obviously, there indeed was a primitive maze of roads through the area that Mr. Ringler was told about.

The road traces that follow the terrain westward along the creek may have connected with the "U.S. Road" on the 1808 George Robison survey ([Figure 0336](#)). It is worth noting that the traces are well aligned with the portion of Whites Creek Road that extends eastward from the sharp curve. This makes it reasonable to suspect that both the westward traces and the eastward road may be part of the southern route that is depicted on the Howell and Griffith maps, and may have connected with the Savage Road portion of the proven route. Today, Ringer road runs eastward to connect with Savage Road. Some version of Ringer Road was in existence in 1860, at the time of the Walker map ([Figure 0448](#)).

Pack Horse Ridge

The 1830 Melish map ([Figure 0784](#)) does not show the U.S. Road along Whites Creek (then Jones Run), but it does show "P. Horse Ridge" angling northwest from the state line to the valley of Whites Creek. The same "P. Horse Ridge" is also shown on the 1818 manuscript version of the map ([Figure 0083](#)), and is mentioned as "Pack Horse Ridge" in an 1813 letter from David Shriver⁶⁶⁶ to Albert Gallatin.⁶⁶⁷ Pack Horse Ridge is located between Puzzley Run and Zehner Run. The name of this ridge is reasonable evidence that a packhorse trail crossed it, and connected with the southern route. As a hypothesis, packhorse traffic traveling north on Pack Horse Ridge, then traveling west along Whites Creek to Turkeyfoot would have been reason enough for individuals to call a Whites Creek packhorse route the Turkey Foot Path. Isaiah Strawn's 1802 survey of 399 acres (Book C-215, Page 99) covers most of Pack Horse Ridge from Whites Creek to the state line, but does not show a trail. The survey does mention the ridge, stating: "*Situate on the Pack Horse ridge on the waters of John Jones Mill Run adjoining the province line in Addison Township...*"

At present, Pack Horse Ridge is traversed by a north-south route called Resh Road ([Figure 0797](#)), which connects with Whites Creek Road near the mouth of Christner Run. Whether Resh Road has any fidelity to the old packhorse trail, and is a continuation of the trails that survive in tradition north of Whites Creek Road, is unknown. Resh Road does, however, make the best possible use of the terrain. Pack Horse Ridge and Resh Road are also illustrated on the map of Westmoreland and Fayette counties in the 1872 Gray and Walling "**Atlas of Pennsylvania**" ([Figure 0873](#)). [Figure 0953](#) shows a scenic view along Resh Road, and [Figure 0954](#) is a view of Resh Road.

A Christner Run valley tradition

Vernon Maust said that there were two Turkeyfoot routes⁶⁶⁸ that came together near Glenn Durst's. One of them was said to have been west of the present-day location of Keystone Lime,⁶⁶⁹ in the

⁶⁶⁶ Lowdermilk's 1878 "**History of Cumberland**" indicates that David Shriver died at age 84 on April 18, 1852, and states: "*He had been engineer in charge of that portion of the National Road lying between Cumberland and Washington, Pa., and was at the time of his death President of the Cumberland Bank.*"

⁶⁶⁷ Albert Gallatin is called the father of the National Road.

⁶⁶⁸ Vernon Maust said the other route ran past his homeplace. [Figure 0229](#) was taken relatively close to the state line, near the Vernon Maust place. Vernon's son Barry "Beardy" Maust told Mr. Ringler that Vernon said the Turkey Foot Road came down from Big Pine Swamp, and ran along the fence line. The photo was taken from Latitude 39.734317°, Longitude -79.211417°, along Zehner Road, looking east. This location seems too far south to make sense as a route to Whites Creek, but could make sense as a route to Braddock's road. The reference is included here, in case it may make sense to someone else in relation to some old road, if not the Turkey Foot Road.

valley, just down in the woods. A nearby limestone quarrying operation is visible on satellite photos, just north of Whites Creek. The quarry is located at Latitude 39.742372°, Longitude -79.206405°, and is believed to be the Keystone Lime quarry. The valley west of the quarry is the Christner Run valley that leads down to Whites Creek. The only woods located in that area was a narrow strip along the west side of Christner Run.

A tradition about a large rock off Christner Hollow Road

[Figure 0226](#) was shot looking generally north at a large rock that is located at Latitude 39.760417°, Longitude -79.208567°. By local tradition, the smooth depressions in the rock are from elk licking it. The rock is located along a farm lane off Christner Hollow Road, near Glenn Shumaker's father Dewy Shumaker's place. According to Glenn, the Turkey Foot Road came in from the right, on the south side of the rock. Mr. Ringler described this particular alignment as being a southern "*trail*", as opposed to a more northern "*road*". According to Glenn, the trail turned and followed a stone fence that is a short distance from the left side of the farm lane. [Figure 0276](#) is a 1939 aerial photo that shows the location of the large rock, and what may be a number of parallel roadbeds passing near the rock. A trail can be seen along the stone fence, near the present-day lane.

[Figure 0345](#) is a 1939 aerial photo that has been marked up to show the location of the rock relative to Durst's and the present-day hunting camps. The meaning of the trails by the rock is not entirely clear. A reasonable guess would be that they may pertain to an alternate route of some sort that ran down along Shoemaker Run to the road along Whites Creek. Collectively, these various traditions describe a corridor of trails that ran down to Whites Creek.

West toward Listonburg from the sharp curve

Farther west from Christner Run on our trip down the Whites Creek Road, Mr. Ringler said that he believed that the "*trail*" he was reporting on ran not far from the bottom, and sometimes on the bottom of the valley of Whites Creek. He reported that it was said to follow Whites Creek hollow to Listonburg, but nobody knows where. Wherever it was located, it can be interpreted as serving as an antecedent to the present-day Whites Creek Road.

Along the way to Listonburg with Harry Ringler, we passed the location of the former sawmill town of Unamis⁶⁷⁰. Mr. Ringler said that Unamis used to have a population of several hundred.⁶⁷¹ It is now (2013) down to one old abandoned two-story house ([Figure 0888](#)) located at Latitude 39.742317°, Longitude -79.286917°, 1.9 miles east of Listonburg. [Figure 0324](#) is from the May 1, 1915 "*Map of the Public roads in Somerset County, Pennsylvania*". The map shows the location of Unamis relative to Listonburg and Springs. According to tradition, the Unamis town name is the result of the villagers writing "*you name us*" in the space for the town name on an application form they submitted for a post office.

⁶⁶⁹ The history of the Keystone Lime Company is provided in Volume XXX of the "**Casselman Chronicle**", 1990, numbers 1 and 2.

⁶⁷⁰ A period photo of Unamis is included on page 107 of the Coleman and Davis book "**Images Of Our Past**", which is published by the Historical and Genealogical Society of Somerset County, Inc. The book also includes early photos of Listonburg, Ursina, Confluence, and the Jersey Church.

⁶⁷¹ According to an article in Volume XXII of the "**Casselman Chronicle**", 1982, numbers 1 and 2, there were still several residences in Unamis in 1982.

Mr. Cockley describes a southern route connecting with Braddock's road

A statement by Eber Cockley in the August 1965 issue of the “**Laurel Messenger**” indicates that a route known as the Turkeyfoot Trail intersected Route 40 at Strawn, Maryland. The article states:

General Washington in his JOURNAL, dated June 1755, identified an early settler located along the Mason Dixon line at the junction of the Turkeyfoot Trail and the Morgantown Road, now U.S. Route 40, at or near the village of Strawn [Maryland]. At this point forage for the horses drawing the supply wagons of Braddock's army was obtained, as well as refreshments for the officers, and home remedy medicine.

In 1756, France published material that was alleged to be extracts from a captured journal Washington kept during Braddock's campaign.⁶⁷² Later, an English translation was made. Of this, Washington wrote:

In regard to the journal, I can only observe in general, that I kept no regular one during that expedition; rough minutes of occurrences I certainly took, and find them as certainly and strangely metamorphosed, some parts left out which I remember were entered, and many things added that never were thought of; the names of men and things egregiously miscalled; and the whole of what I saw Englished is very incorrect and nonsensical; yet I will not pretend to say that the little body who brought it to me has not made a literal translation, and a good one.

Although Washington indicates that not all of the French publication is accurate, the salient point of the “**Laurel Messenger**” article is Mr. Cockley's belief that a route known as the Turkeyfoot Trail ended at or near Strawn.

According to two Internet mapping services, the place known as Strawn, Maryland is located at Latitude 39.72092°, Longitude: -79.296956°. This is south-southeast of Listonburg, and very near the place where the National Pike (Route 40) crosses the state line. The location of Strawn is shown as being in Pennsylvania on the 1915 map in [Figure 0779](#). Mr. Cockley is referencing the June 20 to June 21, 1755 “*Bear Camp*”, which was the sixth camp of Braddock's march ([Figure 0871](#)). This meaning is clear because historians interpret Washington's June 28, 1755 letter⁶⁷³ to his brother Augustine as meaning that Braddock left a very ill George Washington behind at Bear Camp, where he received “*Dr. James's powders*”. It may be that Mr. Cockley was referring to this letter, rather than the English language translation of the French document. The Bear Camp historical marker is located near Strawn, at Latitude 39.716950°, Longitude -79.2867766°.

In the May 1969 issue of the “**Laurel Messenger**”, Mr. Cockley mentions John Simpson as being an innkeeper at Bear Camp on the south fork of the Turkey Foot Trail:

⁶⁷² “**MÉMOIRE CONTENANT LE PRÉCIS DES FAITS, AVEC LEURS PIÈCES JUSTIFICATIVES, Pour fevir de Réponse aux Observations envoyées par les Ministres d'Angleterre, dans les Cours de l'Europe**”.

⁶⁷³ It is roughly 12 miles from Little Meadows to Bear Camp. Washington writes “*Immediately upon our leaving the camp at George's Creek, on the 14th instant...I was seized with violent fevers and pains in my head, which continued without intermission 'till the 23d following, when I was relieved, by the General's absolutely ordering the physicians to give me Dr. James's powders, (one of the most excellent medicines in the world,) for it gave me immediate ease, and removed my fevers and other complaints in four days' time. My illness was too violent to suffer me to ride; therefore I was indebted to a covered wagon for some part of my transportation; but even in this, I could not continue far, for the jolting was so great, that I was left upon the road with a guard, and necessaries, to wait the arrival of Colonel Dunbar's detachment...*” The letter goes on to mention Little Meadows, and afterwards states: “*...we were four days getting twelve miles. At this camp I was left by the Doctor's advice, and the General's absolute orders...*”

In 1764, John Simpson, Inn Keeper at Bear Camp on Mason Dixon Line ... and Braddock Road, employed the Pringles to help him obtain furs for market. Bear Camp on the south fork of Turkeyfoot Trail was about ten miles distant from the Jersey settlement on the north fork of that old Indian path which crossed Negro mountain to Wills Creek eastward.

The Bear Camp statement is affirmed by a 1796 obituary that reads, “*Alligany County, Marriland July the 14th 1796 died John P. Allen at the house of John Simkins at atherwayes bear camplain brod dags old road half way between fort Cumberland & Union town.*”

The location of Simpson’s Inn is identified on the 1794 Dennis Griffith map ([Figure 0374](#)) as “*Simkin’s*”, and is illustrated as being along Braddock’s road southeast of Mear’s tavern, at the intersection with the Morgantown Road,⁶⁷⁴ which traveled more directly west. The path may have served as a shorter route to the Morgantown Road.

Mr. Cockley’s statements that a path known as the Turkeyfoot Trail met Braddock’s road (and the Morgantown Road) at Strawn is a clear reference to the trail that comes out at Strawn on the 1792 Reading Howell map ([Figure 0001](#)). By comparing the location of Simpson’s Inn on the Griffith map to the trail that comes out at Strawn on the Howell map, one can see that the trail came out on Braddock’s road near Simpson’s Inn. This may help to explain why the southern fork from Glenn Shumaker’s residence has been handed down in local tradition as a trail, not a road.

Looking at terrain, it is very easy to imagine a road from Whites Creek following Pullin Hollow to Bear Camp; and indeed the 1900 topographical map of the area ([Figure 0793](#)) reveals that Pullin Hollow road did connect with Whites Creek Road at one time. (On the 1900 map, Strawn is identified as “*Oakton*”, which is a reference to the circa 1800 Oakton Hotel⁶⁷⁵ that was once located there.) The southern end of Pullin Hollow Road is located at Latitude 39.719364°, Longitude -79.291576°, and the northern end is located at Latitude 39.742636°, Longitude -79.285862°. [Figure 0926](#) shows a rugged section of the southern portion of Pullin Hollow Road. [Figure 0925](#) shows where the northern portion of Pullin Hollow Road terminates on Whites Creek Road; it now serves as a driveway.

A 1939 aerial photo ([Figure 0794](#)) shows two roads running through Pullin Hollow. Walker’s 1860 map of Somerset County, Pennsylvania ([Figure 0448](#)) does not show Pullin Hollow Road, but it does clearly show A. Deal, S. Patton and Jas. McCartney as living along the hollow, so a road had to be there at the time. The road, and a Pullin residence along it, are shown on the 1876 Beers township map of [Figure 0795](#). Based on the dictates of terrain, it seems reasonable to suspect that the southern part of the schematically drawn trail on the Howell map may be the antecedent to Pullin Hollow Road.

The northeast end of the trail on the Howell map terminates a little north of one of the westernmost headwaters of Ellick Creek. This headwaters location, circled on [Figure 0801](#), would be west to perhaps northwest of Laurel Falls Lake, but its shape on the map does not appear to represent Spook Run. Whichever headwaters is illustrated, the northwest end of the trail terminated somewhere in the

⁶⁷⁴ The Morgantown Road is identified as starting at Simpson’s Tavern in the article “*Our history begins on the Youghiogheny*” in a 1956 issue of “**Woodland Trails**”.

⁶⁷⁵ The Oakton Hotel, which is said to have been built circa 1800 by Edward Nicklow, was located at Strawn; see Maryland Historical Trust survey G-II-B-055 for photos and additional information. The hotel is represented by a black dot just below the word “*Oakton*” on the 1900 topographical map.

vicinity of the present-day road known as the Old Mule Trail Road. In other words, the northern end of the trail *may* have been located in the general vicinity of Vought Rock Road.

Any attempt to delineate the northern route of the trail is beyond the scope of this book, but the subject is ripe for a detailed investigation by someone. For example, Burnt Cabin Trail⁶⁷⁶ is an old north-south route a little over a mile west of Vought Rock Road. Burnt Cabin Trail, Forge Road, and the Old Mule Trail Road are illustrated on a 1921 topographical map ([Figure 0802](#)).

It seems reasonable to suspect that in the area between Glenn Shumaker's residence and Simpson's tavern, the trail on the Howell map may be one or more of the routes to Whites Creek that were described to Mr. Ringler as being trails, not roads. As a hypothesis, at some point along Whites Creek, the trail crossed a southern fork that ran from Salisbury to the vicinity of Listonburg along Whites Creek, and from there, the trail continued on to Simpson's Tavern near the intersection of Braddock's road and the Morgantown Road. The trail and the road may have temporarily merged into one along Whites Creek, between Pullin Hollow and the mouth of Christner Run or Shoemaker Run.

Conclusion

Whatever route the Griffith and Howell maps illustrate, an early road known as the U.S. Road was located in the Whites Creek valley by 1808. Given the favorable terrain, and the desirability of a direct route between early settlements, it is inconceivable that a route of some kind did not exist along Whites Creek at a much earlier date than 1808. The Howell map proves that a trail from north of the headwaters of Elk Lick Creek crossed over the northern route and Whites Creek and terminated on Braddock's road at Strawn. Landscape scars, the location of the Durst farm so far from surviving through roads, and the private road shown on a 1900 topographical map support the traditions of paths connecting the northern route to the route along Whites Creek at points near the mouth of Christner Run. The alignment of Pack Horse Ridge with the routes described by the trail traditions suggest that a trail continued south to Braddock's road. Given the location of the trails relative to the headwaters of Elk Lick Creek, there is a possibility that they may be variations of the trail shown on the Howell map. Some of these routes may have been called the Turkey Foot Road.

⁶⁷⁶ Henry Wharton Shoemaker's 1916 book **"The Dutchman on the Pennsylvania Frontier"** states: *"Burnt Cabin Trail Summit, and Forge Road Summit, in 'frosty Somerset' are 3,000 feet respectively, named for a trail leading to a cabin burned by Indians, and a road leading to a pioneer forge and smithy."* Shoemaker's account of the naming of Burnt Cabin Trail seems to be in error. The article *"The Burnt Cabin Tragedy"* in Volume XXXII of the **"Casselman Chronicle"**, numbers 1 and 2, tells of a Klink family tragedy, where the mother left her children in a locked cabin, and returned to find the cabin burned to the ground. An article in the August 1999 issue of the **"Laurel Messenger"** article indicates the tragedy occurred circa 1866, names the owner of the cabin as John N. Davis, and names the victims as William and Christina Klink, children of Cornelius and Sarah Klink.