

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

34. The route across Fayette County

A nucleus for future research

The study of the route of the Turkey Foot Road across Allegheny County, Maryland and Somerset County, Pennsylvania involved the participation of residents with detailed knowledge of local terrain, history, and early families, and a keen interest in the road. Such participation was made possible by the lifelong connections the authors have with those counties.

The same level of local participation was not achieved during the study of the route across Fayette County, because of a lack of personal connections there. Any future Fayette County research would greatly benefit from the perspective that only local residents can provide. This chapter is intended to form a nucleus for such research. [Figure 0753](#) provides an overview of what is known of the Fayette County route.

Previously introduced material

A starting point for studying the route through Fayette County is information in previous chapters that is quoted from, or supplements and amplifies Doctor Wellford's journal and James Veech's circa 1858 book "**The Monongahela of old, or, Historical sketches of south-western Pennsylvania to the year 1800**". The route that Veech describes is highlighted on a copy of Reading Howell's 1792 map that is included as [Figure 0379](#).

Veech was born in Menallen Township, Fayette County in September 1808. Presumably, from the title of his book, he was describing the eighteenth century route. His familiarity with the route did not extend east of Turkeyfoot. He describes the route that he knew as "*now mostly abandoned, and much of it overgrown with bushes, or fenced in.*" From previous chapters about the eastern part of the Turkey Foot Road, one can appreciate that Veech's statement encompasses two harmonious meanings:

- Some sections of old roads do fall into disuse and become abandoned.
- Some sections of old roads, although abandoned, are replaced by improved alignments, which are just a newer version of the same road.

Interpreting the 1939 aerial photos of Fayette County

The modern plat maps that are maintained by the county for tax purposes facilitated route analysis in Somerset County. Using these plat maps made it fairly easy to determine the location of the original eighteenth and nineteenth century surveys relative to the modern roads. All one has to do is identify portions of the original property boundaries that survive as present-day boundaries. After that, the route information from the early surveys is easily transcribed onto the modern plat maps. Because the plat maps illustrate present-day roads, they also facilitate the study of the 1939 U.S.D.A. aerial photos.

Fayette County does not offer current plat maps. This makes it very challenging to locate the original Fayette County property boundaries that are shown on early surveys. The technique that Mr. Dietle used was to match distinctive property boundaries on the 1939 U.S.D.A. aerial photos to the warrantee survey maps by superimposing the survey maps onto the photos. This is not as easy as it sounds, because much of Fayette County is heavily forested, and very few fencerows happen to match original property boundaries.

One difficulty in using the 1939 aerial photos is the inherent perspective-related distortion that is present in such old non-orthorectified⁷⁰⁰ aerial photographs. At the instant an aerial photograph is taken, the distance between the camera and a spot directly below the camera is significantly less than the distance between the camera and a spot near the edge of the field of view. As a result, scale becomes increasingly more distorted toward the edges of the photo.

When a warrantee survey map, with its own imperfections, was superimposed on a 1939 aerial photo to make a figure for this book, the survey map had to first be scaled to match the general size of the photo, using the few matching features that could be established. Next, the survey map had to be warped to try to adjust for some of the perspective-related distortion of the photo. The accuracy of this adjustment varies from figure to figure, for various reasons. One reason is that photo distortion is a radial effect, and Mr. Dietle's general-purpose graphic software only provides a linear warpage effect. The best that could be done with the available software was to warp the scale of the overlay in the most critical linear direction.

You are being told of these arcane mapping issues to assist in your interpretation of the Fayette County aerial photos, and the superimposed property boundaries and routes that are included in this chapter. In some cases, the distortion issues with individual figures did not become apparent until studies of larger areas were compared to each other, when mismatches between tiled photos become apparent. For example, the photo analysis of the Hawk Road area ([Figure 0706](#)) suggests that the schematic eighteenth century representation of the route (from surveys) is slightly offset from Hawk Road, while a careful study of a larger geographic area using tiled 1939 aerial photographs superimposed on orthorectified satellite photos indicates that Hawk Road lies directly on the eighteenth century route.

A better study of the Fayette County route could be performed if current plat maps could be secured, or if a method were available to orthorectify the 1939 aerial photos through a radial distortion process, or to distort the warrantee survey maps radially to match the distorted nature of the aerial photos. In the meantime, the research presented in this chapter is the most definitive study of the Fayette County route to date, despite its orthographic projection-related limitations.

The route across Stewart Township, Fayette County

[Figure 0562](#) is an 1872 map that shows the general arrangement of townships in Fayette County. [Figure 0558](#) includes part of a W.P.A. warrantee survey map that shows the part of Stewart Township that is northeast of the Youghiogheny River and adjacent to Springfield Township. This map illustrates the route of the Turkey Foot Road immediately northwest from John Stewart's property. The depicted route is based on surveys that are mostly from 1794. The W.P.A. map of the southern section of Springfield Township depicts the same route ([Figure 0559](#)). From these two maps, one can determine that the route clips the northeastern corner of Stewart Township.

⁷⁰⁰ An orthorectified aerial photo has uniform scale throughout.

[Figure 0686](#) is the northwestern portion of an 1872 map of Stewart Township that shows the then-existing route through the Mountain District, and [Figure 0687](#) is an enlargement showing the present-day road names that are assigned to the route. According to Mark A. Minor⁷⁰¹, the “C. Minor” farm on the 1872 Stewart Township map is the 290-acre Charles Miner farm. Mark reports that an 1867 issue of the “**Connellsville Daily Courier**” indicates that Charles moved⁷⁰² to that farm at Maple Summit, “on the Old Turkeyfoot road”. Although the road past the Miner farm was called “the Old Turkeyfoot road” in 1867, that section of road was actually a newer alignment that was well east of the 1794 alignment.

Scaling the 1872 map, the Miner home would have been located roughly at Latitude 39.918574°, Longitude -79.411776°. [Figure 0709](#) is a 1939 aerial photo of the Miner farm. [Figure 0716](#) is a 2012 photo of the property that was taken from the road, and shows the level nature of the ground.

In 2012, Laird May, who lives near Mill Run, indicated that his son has been farming the “Miner” place recently, and described how the “d” was dropped from the Miner name. One Miner(d) family member who worked for Mr. May’s father a long time ago said that the “d” was dropped during enlistment into the Army because the army misunderstood the spelling, but afterwards some family members did put the “d” back on.⁷⁰³ Mr. May reports that the Miner family moved away from the Miner place in the late 1930s. According to the June 9, 1944 “**Daily Courier**”, Charles Miner’s son Lawson farmed the place until 1926, and died in 1944 at an age of 84 years.

Mr. May also indicated that five bear were taken from the Miner place shortly after his son started farming it. After that hunting season, the bear-related crop damage was noticeably reduced. Mr. May helped Mr. Dietle to positively identify the location of the Miner farm by giving him directions to it and describing the uncut corn crop on the property.

[Figure 0563](#) shows that the present-day route across Stewart Township is substantially the same as the 1872 route, and shows that the route follows terrain. [Figure 0695](#) is a comparison between an 1858 county map and a 1922 topographic map that shows that the 1858 and 1922 routes are substantially identical, although the illustrated location of the township line is different.

[Figure 0707](#) superimposes warrantee survey information on tiled 1939 aerial photos, and uses a yellow line to show the route of the Turkey Foot Road that is shown on the original surveys. The overlay is oriented using Somerset County plat maps that cover the eastern edge of the area of interest. The figure shows that the present-day route between Latitude 39.889126°, Longitude -79.374783° on Jersey Hollow Road in Somerset County near Robert Skinner’s place to about Latitude 39.909868°, Longitude -79.407034° on Schroyer Road in Fayette County is the present-day version of the 1794 route of the Turkey Foot Road. The “C. Minor” place, mentioned above, is located on the William Nob survey that is shown on [Figure 0707](#).

When studying [Figure 0707](#), keep the non-orthorectified nature of the tiled aerial photos in mind. For example, the southern edge of the William Nob survey lines up well with the edges of fields, but

⁷⁰¹ Mark A Minor’s website on the Miner-Minard-Miner-Minor family is <http://www.minerd.com>.

⁷⁰² Charles and his wife were residents of Turkeyfoot Township, Somerset County, in 1842, according to their marriage announcement in an 1842 issue of the “**Somerset Herald**”.

⁷⁰³ Family names get changed this way and that for myriad reasons, including Anglicization. In Mr. Dietle’s own family, an Army spelling during the Civil War appears to have influenced the way one family member, Nicholas Dieddle/Deitle, spelled his last name on at least some occasions. Nicholas had to deal with pension matters after the war, which would be an incentive to continue using an Army spelling. Nicholas lived, and is buried, along the route of the Turkey Foot Road. Although his tombstone uses the spelling “Dieddle” ([Figure 0762](#)), his descendants use the spelling “Deitle”.

the eastern and western edges do not. It may be that the western edge of the William Nob survey actually lies in the valley where the “e” in “*Frame*” is located, as shown by the cyan dots on [Figure 0758](#). Such are the limitations of the overlay technique that was used to create [Figure 0707](#). The area of interest is unfortunately located in the northwestern corners of the various tiled aerial photos used to create [Figure 0707](#), and such corners are where perspective-related photo distortion is maximized. The figure provides only a rough approximation of where the original surveys and the route were located, and nothing more. If a modern plat map of the Fayette County portion of the figure were available to compare to the original surveys, a much more precise understanding of the early route could be developed. Another factor supporting the overlay misalignment suggested by [Figure 0758](#) can be seen by comparing the location where Steyer Road departs to the northeast from the Turkey Foot Road on Figures [0558](#) and [0707](#), relative to the corner of the John Nob survey ([Figure 0679](#)).

The abandoned 1794 route departs from Schroyer Road near Greg Nicholson’s house

As shown on [Figure 0707](#), from William Arr’s survey westward, the 1794 route departs from the route of Schroyer Road and heads northwest. Orange dots identify traces of a road that correlates to the 1794 route.⁷⁰⁴ By comparing Figures [0707](#) and [0563](#), one can determine that the old Turkey Foot Road followed a hollow across the William Knob survey. The “*D. Williams*” residence on the 1872 map ([Figure 0686](#)) and another farmstead are in the right locations to have been situated on the 1794 route that is shown on [Figure 0707](#). For clarification, these two farmsteads are circled on [Figure 0757](#). This very likely is the reason those farmsteads are set back so far to the west from Schroyer Road.

The 1794 route departs from the present-day Schroyer Road just south of Greg Nicholson’s house, at a graveled entrance to a lane (Latitude 39.909868°, Longitude -79.407034°.) on the peak of Maple Summit ([Figure 0853](#)). Mr. Nicholson said that there was a depression in the road bank at that location from the old road, prior to the creation of the new lane. He also indicated that the old road could be traced 50 years ago, when he was 15. He still follows it on a four wheeler, and indicates that it goes to an old farm that is now nearly overgrown, and then fades out. Mr. Nicholson is not aware of any local name for the old abandoned road.

Mr. Nicholson said that Maple Summit is named for a huge maple tree that stood near the graveled entrance to the lane. He also said that a stagecoach stop was located by the maple tree at one time.

Mr. Nicholson lives on land that was the farm of his grandfather Frank Nicholson. The foundation ([Figure 0852](#)) of the old Nicolay⁷⁰⁵ post office ([Figure 0875](#)) is located just north of Mr. Nicholson’s house, at some pine trees. The post office was a log house that was dismantled and rebuilt at Fallingwater. Mr. Nicholson’s grandfather told him that the mail was delivered to the post office by horse.

Volume 2 of Hadden’s 1912 book “**Genealogical and Personal History of Fayette County Pennsylvania**” indicates that the Nicolay post office was established in 1885, and was named for Oliver Franklin M. Nicolay. In reference to Mr. Nicolay, the book states:

⁷⁰⁴ After seeing Mr. Dietle’s map of the Fayette County route of the Turkey Foot Road in 2012, Ernie Schultz, who lives on the old Cornelius Woodruff place, suggested that this abandoned road may be what is known as the old Bruce Augustine Road. This is being noted merely as a subject for future research. The road is not shown on the 1858 William J. Barker map ([Figure 0695](#)).

⁷⁰⁵ Mr. Nicholson spelled the name as “*Nickalow*”, but was unsure if he had the name of the old post office exactly right.

After his marriage he moved to Stewart township, Fayette county, where he purchased a farm of three hundred acres, but continued his teaching during the winters. In 1885 he succeeded in having a post office established at Nicolay, named in his honor. In 1893 he sold his farm, and moved to Ohiopyle...

The book goes on to indicate that Oliver was married in 1876 and had a son named Roy in 1883. The September 16, 1935 issue of the “**Evening Standard**” indicates that Roy Nicolay was born at Maple Summit in Stewart Township, and the Nicolay Post Office was named for his father. In regard to Oliver F. M. Nicolay, the 1889 book “**Biographical and Portrait Cyclopedia of Fayette County**” states: “*In 1887 a new post office was established at the residence of Mr. Nicolay, which was named for him and he was appointed postmaster.*” The same 1887 opening date for the post office is given in the 1900 book “**Nelson's Biographical Dictionary and Historical Reference Book of Fayette County, Pennsylvania**”.

The 1973 book “**Soil Survey of Fayette County, Pennsylvania**” references Nicolay as a hamlet a short distance from the Somerset County line. Allen E. Harbaugh's 1913 “**Sketch of Miner's Family**” also refers to Nicolay as a hamlet, stating: “*Martha Emma Gorsuch is postmistress at Nicolay, Pa.*” An old postcard titled “*Greetings from Nocolay, Pa.*” has also been observed that is postmarked “*Nicolay, Pa.*” ([Figure 0980](#)) The date is unreadable, but appears to be either 1912, 1918, or 1919.

The likely route entering Springfield Township

The farm back Mowry Lane

The farmstead located northwest of the northwest end of the dashed yellow line and orange dots on [Figure 0707](#) is set back far to the east of Route 381. The barn is located at Latitude 39.931027°, Longitude -79.444751°, and is about 250 yards from Route 381, on a farm lane known as Mowry Lane ([Figure 0959](#)).⁷⁰⁶ The reason the farmstead is so far back from Route 381 is probably because it originally sat along the abandoned route of the Turkey Foot Road that departs from Schroyer Road near Greg Nicholson's house.

Jacob F. Saylor had the farm back Mowry Lane in 1872, as revealed by the map of [Figure 0960](#) and the deed of [Figure 0999](#). Page 752 of the 1882 book “**History of Fayette County, Pennsylvania**” states: “*Moses Collins was the pioneer on the Jacob Saylor place.*” The chapter about Lower Turkeyfoot Township from the 1884 book “**History of Bedford, Somerset, and Fulton Counties, Pennsylvania**” states:

Moses Collins was an early resident of this township. He lived on the place since known as the Jennings farm. He sold out to two brothers of the name of Skinner, and moved west of Laurel Hill, where he was one of the pioneers of Fayette county and built the first cabin in the Indian Creek settlement. His son Henry, a millwright and bridge-builder, learned his trade in Connellsville and worked at it in various parts of Somerset County. He built several bridges and mills, and built the first carding-mill in the county, at Ankeny's mill, Milford township.

The 1794 William Newbold survey ([Figure 0572](#), Book C-149, Page 280) identifies the location of the Moses Collins property, and shows it to be the Mowry Lane farm. The Collins property was

⁷⁰⁶ A Mowry is living on, and operating the farm in 2014, and raises beef cattle. His father owned the farm before him.

warranted to William Potter on February 4, 1794, and patented to Henry Collins on March 23, 1837. The survey (Book Q, Page 290) does not show the road, but states:

Situate in Saltlick township Fayette County & Surveyed the 5 & 6 days of May 1836 in Pursuance of a warrant in the name of William Potter for 400^{as} dated the 4th day of February 1794. There is 60 to 70 acres cleared, two dwelling houses, barns, &c, and two families on this tract. The improvement is near 40 years old.

These facts help to support the theory that the Mowry Lane farmstead was located along a variation of the Turkey Foot Road that existed in 1794, at the time of the Newbold survey. In particular, it seems to be built along the route shown by orange dots on [Figure 0707](#).

[Figure 0961](#) is a long distance photo of the Mowry Lane farm that shows a fenced off corridor that may generally follow the abandoned route of the Turkey Foot Road, although it has only been fenced in since about 1994. The northwestern end of the corridor goes to a water tank for cattle, but aligns with a leveled feature ([Figure 0963](#)) that would have merged with the abandoned antecedent to Route 381 ([Figure 0962](#)) approximately at Latitude 39.934279°, Longitude -79.447267°. Based on [Figure 0962](#), the leveled feature appears to be an abandoned roadbed. [Figure 0964](#) is 2013 photo taken from the northwest end of the leveled feature that shows traces of the abandoned antecedent to Route 381 on the west side of present-day Route 381.

Indian Creek Baptist Church

Six tenths of a mile north of Mowry Lane, and three quarters of a mile south of the village of Mill Run, the graveyard of the Indian Creek Baptist Church has tombstones with dates as early as 1822 ([Figure 0849](#)) and 1830 ([Figure 0850](#)). Page 761 of Ellis' Fayette County history book states that the church was constituted in 1843, but the tombstones indicate that the cemetery was in use well before then.

The 1970 book "**A History of Mill Run**" proves that the church existed in 1800. It cites the Redstone Baptist Association minutes, which record that fact that the church was represented at an association meeting that was held at Bridgeport, West Virginia in September 1800. The name of the church was derived from the name of the area, which was called the Indian Creek Settlement. In 1843, services were being held in a log building that was replaced by a stone building in 1846. The church building that existed in 1970 was authorized in 1870.

According to the summer 1985 issue of the "**Skinner Kinsmen**", the land for the church was once part of the Willetts Skinner farm, and was donated to the church by Willetts' son Abraham, who took over Willetts' farm. Willetts is described as being a nephew of the mill owner Reubin Skinner. The August 25, 1823 estate records of Robert Skinner list Willetts as a son of Robert. The book "**A History of Mill Run**" indicates that Willetts had a piece of ground called "*Turkey Grove*" that was located along the Turkey Foot Road.⁷⁰⁷ The authors of the book believe that this is the property the church was built on, since the church was built along the Turkey Foot Road and has a grove of trees.

The present-day church building is located at Latitude 39.94035°, Longitude -79.44988°. [Figure 0759](#) shows the location of the church relative to the farm on Mowry Lane. [Figure 0760](#) shows an

⁷⁰⁷ According to an article in the June 25, 1976 issue of the "**Daily Courier**", the name "*Turkey Grove*" is related to animal drovers, who are known to have used the Turkey Foot Road. Although not associated with the Turkey Foot Road, an oral tradition of droves of turkeys was also encountered when Mr. Dietle visited Somerset and Fayette counties in the spring of 2014.

older alignment of Route 381 between the church and Mill Run. Whether this old alignment has anything to do with the Turkey Foot Road is unknown. [Figure 0461](#) is a topographical map that shows the terrain from the county line to the mouth of Mill Run, on Indian Creek in Springfield Township.

A look at the surveys on the warrantee survey map of Stewart Township

North of the Stewart surveys on [Figure 0558](#), the 1794 William Burgass survey ([Figure 0566](#), Book C-26, Page 113) shows the route, but does not name it. As shown by [Figure 0558](#), the 1836 John Nob survey overlaps part of the 1794 William Burgass survey. The John Nob survey ([Figure 0679](#), Book C-170, Page 119) names the Turkey Foot Road, and shows a slightly different route than the earlier Burgass survey. Instead of showing the John Nob survey directly north of the Burgass survey, the W.P.A. map of Lower Turkeyfoot Township ([Figure 0295](#)) illustrates a William Bell survey. The 1794 Bell survey (Book C-19, Page 276) does not show any roads.

The 1796 William Aar survey ([Figure 0570](#), Book C-4, Page 35) illustrates the route, and describes the property as *“Situat on the waters of Oliver Drake’s mill run and on the Turkeyfoot road in Bullskin township, Fayette County...”* Northwest of the William Arr property, the 1832 survey of the 1794 William Nob warrant ([Figure 0680](#), Book C-170, Page 120) identifies the *“old Turkey foot road”*, and describes the property as *“situate on the top of Laurel hill”*. The survey also mentions *“About 20 acres cleared 40 or more years ago, and old cabin, and the family of W^m Wilson residing at the time of the Surveying.”* This suggests that the property had been settled by 1792. One may wonder if the route had already changed to the alignment now known as *“Schroyer Road”* by 1832, and this is the reason the now-abandoned route across the William Nob warrant was called *“old Turkey foot road”* on the 1832 survey.

The 1794 George Frame survey ([Figure 0571](#), Book B, Page 310) illustrates the route, and describes the property as *“Situat on the Stone spring Run and on the Turkey foot Road on the West side of Laurel Hill in Bullskin Township Fayette County...”*. The 1794 William Newbold survey ([Figure 0572](#), Book C-149, Page 280) shows the route and describes the property as *“Situat on the Stone spring Run and on the Turkey foot Road in Bullskin Township Fayette County...”*. West of Newbold’s survey, the William Potter survey (Book Q, Page 290) does not show or mention the route.

Route T858 is called the Turkeyfoot Road

T858 and SR3003 (Jersey Hollow Road) are just differently named sections of the same road. At Latitude 39.900733°, Longitude -79.399017°, Jersey Hollow Road becomes known as Maple Summit Road. Northward from there, the route becomes Steyer Road, then Schroyer Road, and then the Turkeyfoot Road (Route T858), as shown by [Figure 0687](#).

[Figure 0542](#) shows the location where Jersey Hollow Road becomes Maple Summit Road at Latitude 39.900733°, Longitude -79.399017°. [Figure 0732](#) is a photo that shows the location where Schroyer Road becomes Turkeyfoot Road, and [Figure 0733](#) is a photo taken a little farther north, looking down into the valley.

Although this variously named road does not correlate to the 1794 route north of the approximate location of Latitude 39.909127°, Longitude -79.406701°, it is the present-day version of the Turkey Foot Road. As noted above, the **“Connellsville Daily Courier”** indicates that the Charles Miner

farm was located “on the Old Turkeyfoot road” in 1867. Since the Minerd farm is north of the location where the present road and the 1794 route part ways, the newspaper article proves that the route of the Turkey Foot Road changed between 1794 and 1867, and by 1867 the newer route was already thought of as “the Old Turkeyfoot road”.

Polly Finnell’s grandfather lives along the present-day Turkeyfoot Road. He told her that there was a stagecoach route that went through the property that eventually became the family homestead, and a stagecoach stop was located on the property. Polly remembers that when she was a young child, several buildings that were part of the stagecoach stop still stood on the property.

[Figure 0541](#) shows where the northern end of the present-day Turkeyfoot Road (T858) terminates on Fairmont Road at Latitude 39.941621°, Longitude -79.441895°. [Figure 0761](#) shows that an antecedent to T858 terminated on Fairmont Road differently in 1858. As shown by the road traces on the aerial photo of [Figure 0754](#), at some point in the past, an antecedent to Route T858 may have continued on past Fairmont Road, taking a more direct route toward Mill Run. The 1970 book “**A History of Mill Run**” indicates that May Road, which turns into Fairmont Road, was once considered to be a part of the Turkey Foot Road, and also indicates that old-timers point out that various roads were called the Turkey Foot Road in different time periods.

Mill Run, Pennsylvania

The 1970 book “**A History of Mill Run Fayette County, Pennsylvania**” quotes a 1969 newspaper article⁷⁰⁸ by Dr. Rodney Mosier that indicates the “*Turkeyfoot Trail*” went through or near the outskirts of the town of Mill Run ([Figure 0540](#)). Mosier may have drawn his information from Veech’s book or Ellis’ 1882 county history. The community is located at Latitude 39.949577°, Longitude -79.452835° on Mill Run Road in Springfield Township.

Page 758 of Ellis’ 1882 book “**History of Fayette County, Pennsylvania...**” has several paragraphs on the village of Mill Run:

The hamlet of Mill Run is along the old Turkey Foot road, where it crosses that stream, and consists of a tannery, mills, several stores, and a dozen houses, built without thought of forming a village and on unplatted ground. The first improvement was the Kooser grist-mill, built in 1851, although the old Bigam meeting-house had before directed attention to this locality as a central point for the people of Springfield south of Indian Creek. In 1851 was also opened the store of Weller & Dull, in a building erected for that purpose, and which yet remains. Daniel W. Dull became the sole owner of the store in a few years, and sold out to John W. Sherbondy, who removed the stock of goods to Springfield. For a time the place was without a store, but in 1863 Jonathan and Hiram C. Sipe engaged in a trade which passed into the hands of the latter, and was continued by him until his death in 1878. He was a very successful merchant, and in the later years of his career also here carried on a banking business, a small house being erected for this purpose especially. It was supplied with a large safe, which a party of burglars vainly attempted to move, in an attempt to despoil Mr. Sipe of his wealth, having been led to believe, doubtlessly, that if the bank were small the safe must necessarily be diminutive. The morning following the futile attempt revealed the work of the miscreants, who in their disgust had left their tools and tackle behind them, scattered on the floor of the bank. The goods of the Sipe store were sold to Augustus Stickle,

⁷⁰⁸ The article titled “Ancient Indian Trails Crisscrossed Fayette County” in the April 17, 1969 issue of Uniontown’s “Evening Standard News”.

who had opened a store near the tannery in 1877. This was destroyed by fire in June, 1880, but a new building was erected in its place, where Mr. Stickle carries on a growing trade. Meantime, Evans Bigam opened a store near the mill, which he yet carries on, and lately the old Sipe stand has been filled with a stock of goods by C. K. Brooks and Martin H. King.

The Mill Run post-office was established in 1866, with Hiram C. Sipe as postmaster. He was succeeded by Levi Bradford, and he in turn, in 1876, by John A. Kooser, who keeps the office at his mill. The mail service is daily from Stewarton to Jones' Mill. Prior to 1871 it was from Farmington to the latter place, several times per week.

The 1900 book "**Nelson's Biographical Dictionary and Historical Reference Book of Fayette County, Pennsylvania**" describes the village of Mill Run as follows:

Mill Run...contains thirty-three houses, a postoffice, two stores, conducted by C. Steakel and M. E. Marietta, and a grocery, conducted by W. S. Colborn. It has two churches and two mills, a gum-wood roller factory. The population is estimated at one hundred and thirty.

The route through Mill Run is reported to be the Turkey Foot Road

The first sentence of the above-quoted 1882 passage claims that the village of Mill Run consists of houses that were built along the Turkey Foot Road, "*without thought of forming a village*". [Figure 0818](#) is an 1832 map from Ellis' book that shows the route passing through the location of the town of Mill Run. [Figure 0711](#) compares 1858 and 1872 maps to a more recent topographical map to prove that the route through Mill Run is little changed since the time of Ellis' 1882 book. This means that Route 381 through Mill Run was considered to be the Turkey Foot Road in 1882. [Figure 0735](#) shows the present-day version of Route 381 going into Mill Run, and also shows a fragment of an older alignment to the east, which had already been supplanted by 1939. Page 75 of the 1970 book "**A History of Mill Run**" indicates that the Turkey Foot Road through the village of Mill Run was once an Indian path, and was still a dirt road in 1923.

A tannery at the village of Mill Run

Another part of Ellis' 1882 book describes a tannery at Mill Run that shows up on the middle map on [Figure 0711](#):

At Mill Run a tannery was built in 1861 by Daniel Shearer, which is yet in successful operation under the management of Lewis Marietta, as lessee for the proprietor, Dr. Gallagher. There are about thirty vats, capacitating the tannery to handle two thousand five hundred hides per year. The product is harness and belting-leather, tanned with rock and chestnut-oak bark. About ten years ago steam was introduced, and is used in connection with water-power. Employment is given to from six to ten men. The sawmill at this point belongs to the tannery property, and both have had the same ownership.

Mill Run got its name from **Reuben Skinner's mill**

According to an article by Linda Lee Stevens in Volume 2, Number 5 (1985) of the "**Skinner Kinsmen**", Reuben Skinner had a mill on Mill Run in the vicinity of the present-day town of Mill Run, Pennsylvania.

Franklin Ellis' 1882 book "**History of Fayette County, Pennsylvania...**" states:

Reuben Skinner, a native of New Jersey, after living in the Turkey Foot settlement a few years, located on Mill Run, on the Elijah Kooser place, where he built mills and made other substantial

improvements. After his death, about 1821, his family emigrated farther west, the mills becoming the property of Jacob Ketchum, and subsequently of the Kooser family. It was from Reubin Skinner that Mill Run took its additional name.

Page 754 of the same book states:

Peter Kooser moved from the same county in 1832, buying the Ketchum mills, which had been built by Reuben Skinner, on Mill Run. ... He reared sons named Elijah...

[Figure 0698](#) is a map that shows where Kooser's mill (formerly Skinner's mill site) was located relative to the village of Mill Run, and [Figure 0734](#) shows the stream in the general area where the mill was located. The mill was along a route that correlates to present-day Kooser Road/Mountain Road (State Route 1001, [Figure 0744](#)), and would have been located somewhere near where that road crosses Mill Run at Latitude 39.950444°, Longitude -79.434073°. Page 756 of Ellis' 1882 book states:

It is stated on good authority that Reuben Skinner was the first person in the township to employ waterpower to operate machinery for milling purposes. Some time after the Revolution he built a small gristmill on Mill Run, on the present Elijah Kooser place, which had one run of stones and rude machinery. A saw-mill was put in operation at a later day. From Skinner, the mill passed to Jacob Ketchum...

Ellis' 1931 book "**Early history of Salt Lick and Springfield townships, Fayette County, Pennsylvania**" also indicates that Reubin Skinner was originally from New Jersey and lived in Turkeyfoot Township, Somerset County before moving to Mill Run. According to the May 1960 issue of the "**Laurel Messenger**", a Reubin Skinner is mentioned in the June 14, 1775 minutes of the Jersey Church, is on the 1779 tax list, and had a 1785 warrant for property on the banks of the Yough three miles north of Confluence. A listing of the Jersey Baptist Church cemetery records in the February 1984 "**Laurel Messenger**" indicates that a "*Ruben Skinner*" is buried at the Jersey church, and died on April 12, 1814 at age 78, which is considerably earlier than the 1821 date given in Ellis' book. An examination of the tombstone shows the death date was on April 21, and was sometime during the 1810 to 1819 period ([Figure 0717](#)).

Mill Run Reservoir

As quoted in Chapter 9, Veech states: "*On this road, about the junction of Skinner's Mill run and Indian creek, were the well known "bullock pens."*, and "*He afterwards had two warrants and surveys of the land in the names of George Morgan and John Morgan...*".

Skinner's Mill Run is the stream in Fayette County that is presently known as Mill Run. The 1776 John and George Morgan surveys (Figures [0415](#), [0416](#)) of that "*bullock pens*" location match the location where Mill Run enters Indian Creek at the present-day Mill Run Reservoir (Figures [0051](#), [0538](#), [0711](#)). The mouth of Mill Run is at Latitude 39.972647°, Longitude -79.456043°, near the center of Springfield Township. The 1817 Melish-Whiteside map of Fayette County ([Figure 0704](#)) shows the then-existing route crossing Indian Creek right at the mouth of Mill Run. Logically, it would have crossed upstream from the mouth of Mill Run.

The Morgan surveys and Reading Howell's 1792 map ([Figure 0379](#)) help to substantiate Veech's story that Morgan's "*bullock pens*" were on the Turkey Foot Road. Since Morgan had a road cut through Turkeyfoot to transport provisions to Fort Pitt, a reasonable level of comfort can be put to

the conclusion that the route north of Turkeyfoot that Veech describes is Morgan's road, and is the road that appears on Reading Howell's 1792 map.

The bases for this interpretation are:

- The statements in Veech's book clearly place Morgan's "*bullock pens*" along the Turkey Foot Road that is shown on the 1792 Reading Howell map.
- An April 20, 1779 letter from Clinton to Morgan states that the road Clinton was cutting from Fort Cumberland was finished within five miles of Turkeyfoot.
- A May 2, 1779 document by Colonel George Morgan states that the road Clinton was cutting was going to continue on and connect Turkeyfoot to Fort Pitt.

Logically, the Morgans may have received some form of compensation for allowing government cattle to be kept on their property.

Indian graves were found near Mill Run Reservoir

The 1970 book "**A History of Mill Run Fayette County, Pennsylvania**" indicates that Indian graves were found near the Mill Run Reservoir on F. O. Arsenberger's farm.

Another reference to Morgan's bullock pens

In a section about James Paul, Junior, page 101 of Elisabeth Maxwell Paull's 1915 book "**Paull-Irwin: a Family Sketch**" states:

James Paull took his bride to a two-story log house on a farm seven miles west of Deer Park.⁷⁰⁹ ... When the Revolution was in progress, General George Morgan fenced in a range for cattle which was called "Morgan's bullock pens". Later, this land became the property of General Morgan. The Paull tract was a part of this tract, together with a section which had been the property of Dr. James Craik, the physician who accompanied Washington in his army career, and attended him in his last illness.

A James Paul, Junior survey ([Figure 0554](#), Survey book C-170, Page 77) adjoins the north side of the George Morgan survey. This matches Veech's previously quoted description of Morgan selling his tracts on Indian Creek "*to some Germans, and they have since been known as land of Storman's heirs, and more recently, of James Paull, Jr.*"

An Oliver Drake tradition about the bullock pens

Page 752 of Franklin Ellis' 1882 book "**History of Fayette County, Pennsylvania...**" tells a different Mill Run "*bullock pens*" tradition and connects it with the French and Indian War.⁷¹⁰ It is very detailed, and although evidently wrong in regard to what war it is related to, does not conflict with the tradition of Morgan's bullock pens:

Indian Creek, the principal stream, flows almost centrally through the township from the northeast, emptying into the Youghiogheny about a mile above the Connellsville line. Its northern

⁷⁰⁹ "*Deer Park*" is the name of the farm of James Paul's father Colonel James Paul. One confusing issue is that James Paull, Junior's family is said to have worshipped at Laurel Hill Presbyterian Church, which is located 16 miles away from the [Figure 0554](#) survey on present-day roads, at Latitude 39.97670°, Longitude -79.69890°. James Paul, Junior, two wives, and his parents are buried at the church.

⁷¹⁰ This tradition is also described in Volume 1, page 446 of the 1900 book "**Nelson's Biographical Dictionary and Historical Reference Book of Fayette County...**".

and western affluents are Poplar, Stony, and Resler's Runs. The opposite tributaries are the North Fork, Buck and Mill Runs, the latter in point of size being the second stream in the township. It is sometimes called Skinner's Mill run, after one of the early settlers on its waters. Above its mouth, along the Indian Creek, were natural meadows of considerable size, where the celebrated "Bullock Pens," which have caused a historical interest to attach to that locality.

These pens were used by Capt. Harris to confine a herd of cattle which were destined for the troops under Gen. Forbes. It is said that Capt. Harris with a small detachment of men left Fort Cumberland with a herd of cattle in 1758, intending to reach the line of march of Gen. Forbes by Braddock's road. At Turkey Foot he was met by Oliver Drake⁷¹¹ and other frontiersmen, who warned him of the Indians lying in ambush on the Laurel Hills, and offered to conduct him to a place of safety until he could communicate with the commanding officer of the British forces. Their services being accepted, Drake and Rush led the way over the Laurel Hills, east of the Youghiogheny, down the waters of Mill Run to the above meadows, where the cattle might be pastured and the soldiers enjoy the desired seclusion. In the daytime the cattle were allowed to graze, but at night they were confined in pens made of rails, which remained until the township was settled, when the pioneers applied the name of "Bullock Pens" to the locality, and when the land was surveyed the name was employed to designate that tract, thus perpetuating it.⁷¹² After remaining at the "Pens" about a month, Capt. Harris was ordered to drive the cattle up Indian Creek to Fort Ligonier, where Gen. Forbes' forces were stationed.

On their march up the stream they passed through a deserted Indian village, and saw so many evidences to indicate that the red men frequented the waters of this stream for the purpose of hunting and fishing that they called it the Indians' Creek, from which the name was derived. In early times the presence of many salt licks was noted along this stream, which led to operations for discovering the source of these saline supplies.

The quote mentions Turkeyfoot in the context of Braddock's road. While Ellis' book is certainly not an original source, the quote helps to illustrate that Turkeyfoot was viewed as an area as well as the specific location where the rivers joined. Turkeyfoot was close enough to Braddock's road to be referenced as a landmark, even though Braddock's road certainly did not go to the location of present-day Confluence.

Ellis connects the Bullock Pens to the Turkey Foot Road

Page 756 of Ellis' 1882 book provides additional detail, stating:

One of the oldest roads in Springfield is popularly known as the "Turkey Foot" road, from the fact that it led through that important settlement in Somerset County on its route to Pittsburgh. It is

⁷¹¹ According to William Henry Egle's 1898 book "**Returns of taxables for the counties of Bedford (1773 to 1784)...**" an Oliver Drake appears among the 1773 taxables of Brothersvalley Township, and the 1774 to 1776, 1779, and 1783 taxables of Turkeyfoot Township.

⁷¹² No "Bullock Pens" tracts are known for Fayette County. Edmond Milne received a November 27, 1776 Bedford County patent named the "*Bullock Penn Tract*". William Elliot received two October 7, 1786 Westmoreland County patents, one named "*Bullock Pen*" and the other named "*Bullock Penn*". Saul Etting received a February 29, 1788 Northumberland County patent named "*Bullock Pens*". Page 277 of the 1912 book "**Frontier Defense on the Upper Ohio, 1777-1778**" reprints George Morgan's April 24, 1778 letter from Fort Pitt, which mentions "*Elliot's Bullock Pens*". A footnote indicates that those bullock pens were "*just north of Homewood Cemetery in the Homewood addition*", and show up on an early map of the area. The Homewood Cemetery, which was established in 1878 on the estate of Judge William Wilkins, is located at 1599 S. Dallas Avenue, Pittsburgh, Pennsylvania 15217, Latitude 40.4401588°, Longitude -79.9126974°.

also known as Smith's road, from one of the commissioners who located it⁷¹³. The road followed in a general way the blazed path of Oliver Drake and William Rush⁷¹⁴, along which Capt. Harris drove his cattle to the mouth of Mill Run, thence across the hills to the clay pike, near Springfield village⁷¹⁵, from which it bore to the northwest across Chestnut Ridge to Mount's Creek, which was crossed at Andrews' (now Long's) Mill; then northwest across Bullskin to Jacob's Creek, in Tyrone, intersecting Braddock's road near the old chain bridge. It was several miles shorter than Braddock's road, and was by some preferred on that account when the other road was rough, not naturally being as good a road as the former. After the National road was located it was of little importance, and much of its course has long since been effaced, retaining only from Mill Run northward much semblance of its original courses.

It is clear that Franklin Ellis and James Veech were writing about the exact same road, even though Ellis describes "*bullock pens*" from the French and Indian War, and Veech describes "*bullock pens*" from the Revolutionary War. The use of the same area for the same purpose 21 years apart is unremarkable. A 1758 split rail fence still would have existed in 1779 in reasonably good condition, so the original fences could have been reused.⁷¹⁶ Things probably did not happen quite that way, however, as described below.

Ellis probably describes a garbled Revolutionary War tradition

According to the 1906 book "**The History of Bedford and Somerset Counties...**", Oliver Drake and William Rush were among the Jersey settlers who came to the Turkeyfoot region in 1770. If true, then they were not yet living in the area in 1758.

Volume 3 of the 1980 book "**Mayflower Families Through Five Generations**" lists an Oliver Drake who was born January 25, 1745. Volume 2 of the 1982 book "**Genealogies of Pennsylvania families: from The Pennsylvania genealogical magazine**" lists Oliver Drake as being born in New Jersey on January 24, 1745, as marrying F. Skinner on August 22, 1770, and as having a gristmill at Draketown,⁷¹⁷ Pennsylvania, which is near Confluence. Obviously, if Oliver Drake was born in 1745, it is unlikely that he was out in the wilderness at age 13 warning Captain Harris in 1758.

Even though Ellis purports to describe a 1758 event, what he describes is most likely a garbled tradition dating from the Revolutionary War. According to the "**Pennsylvania Archives**", fifth series, Volume V, "*Muster rolls, etc., 1743-1787*", on December 10, 1777, Oliver Drake was the First Lieutenant of the Turkey Foot Company of the First Battalion of the Bedford Militia, and was

⁷¹³ This relates to the part of the route shared with the Glade Road, but seems to be in error. According to pages 165 and 166 of Darlington's 1907 book "**An Account of the Remarkable Occurrences in the Life and Travels of Col. James Smith During His Captivity with the Indians...**", Burd's Road was known as "*Smith's road*" for a different reason: The capture of young James Smith. James Burd describes the capture of Smith in a July 5, 1755 letter that Darlington quotes. According to page 165, one of the commissioners for Burd's Road was William Smith.

⁷¹⁴ According to the May 1960 "**Laurel Messenger**", William Rush is on the 1773 tax list. He appears in the list of 1779 Turkeyfoot Township property holders with 150 acres. He had property surveyed in 1785 (Survey Book C-183, Page 54) that is located north-northeast of Ursina between Lick Creek and Laurel Hill Creek, as shown by [Figure 0295](#). The 1884 county history states: "*William Rush was born in New Jersey in 1727; settled in this township...in 1773, and died in 1800.*"

⁷¹⁵ Springfield is now known as Normalville.

⁷¹⁶ This comment is based on Mr. Dietle's observations as a youth. In the early 1960s, a number of split rail fences in varying degrees of ruin were still present on his grandfather Allen L. Korn's farm in Southampton Township, Somerset County, Pennsylvania. One fence in particular stands out in memory. It was not in horrible shape, but was located out in the woods, which seemed odd. Upon inquiry, Mr. Dietle was told 'that the trees had grown up in an area that had formerly been pasture. This would make the fence he saw at least 20 years old, and probably much older. (It is unlikely that someone laboriously built the fence, and then immediately abandoned the field.)

⁷¹⁷ Draketown ([Figure 0911](#)) is a small village at Latitude 39.851643°, Longitude -79.368171°.

Captain of the company on April 25, 1777. According to Volume 2, pages 240 and 241 of the 1906 book **“History of Bedford and Somerset Counties...”**, Captain Oliver Drake is buried at the Jersey church, and was Captain of the Turkeyfoot company in 1778, 1779, and 1781. Being an officer of the Turkey Foot Company would be consistent with being out and about and encountering a cattle drive during the Revolutionary War. Volume II, Chapter 4 of the 1906 book **“The History of Bedford and Somerset Counties...”** states that William Rush was one of the Jersey Settlers who came to the Turkeyfoot area in 1770. If true, then this is also consistent with a Revolutionary War encounter with a cattle drive.

Orienting from Reubin Skinner’s property

The upper half of the W.P.A. map of the southern section of Springfield Township ([Figure 0560](#)) does not show the route of the Turkey Foot Road, but does show the locations of a Reubin Skinner survey and the George and John Morgan surveys.

Reubin Skinner’s 1816 survey ([Figure 0553](#), Book C-204, Page 10) states:

Situate on the South side of Indian Creek or Salt Lick Creek and Eastward of the Turkey-foot Road in Salt Lick Township Fayette County; and Surveyed the 22d day of January 1816. In pursuance of a Warrant date the 9th day of January 1816.

Reubin Skinner had a son named Reubin. If one of them actually died on April 12, 1814, then the other must have had the mill site surveyed.

If Reubin Skinner’s property was east of the Turkey Foot Road, then the road must have passed through the 1774 Adam Rigard survey (Book A-21, Page 167) and the 1774 Leonard Klein survey (Book A-21, Page 150), and may have passed through the 1774 Henry Neff survey (Book N, Page 277) and the 1774 Christian Neff survey (Book N, Page 236). None of these 1774 surveys shows the Turkey Foot Road, which makes perfect sense, since George Morgan did not have the road cut until 1779. Likewise, neither the 1776 George Morgan *“Morgania”* survey ([Figure 0416](#), Book C-135, Page 32), nor the 1776 John Morgan *“Morgania addition”* survey ([Figure 0415](#), Survey Book C-135, Page 31) at Mill Creek Reservoir show the Turkey Foot Road.

Alexander Cummings’ farm, south of Normalville

Ellis’ 1931 book **“Early history of Salt Lick and Springfield townships, Fayette County, Pennsylvania”** mentions the Scotsman Alexander Cummings as having an early farm on the Turkey Foot Road, and indicates that Cummings died circa 1842 and is buried on the farm.

Alexander Cummings is buried at the Cummings Cemetery. His tombstone indicates that he died June 9, 1842 ([Figure 0720](#)). The small, walled-in Cummings Cemetery ([Figure 0719](#)) is 1.2 miles north of Mill Run Reservoir along Route 381, and about one-quarter-mile south of Normalville. It is located approximately at Latitude 39.99007°, Longitude -79.446723°, just behind a brick house. [Figure 0702](#) is a 1939 aerial photo that shows the location of the Cummings Cemetery, and shows the location of an earlier alignment of Route 381. Whether the old alignment has any fidelity with the Turkey Foot Road is unknown, but seems likely. It was the main road between Mill Run and Springfield (Normalville) in 1858, as shown by [Figure 0763](#). Part of the old route still survives as Grimes Road. The 1970 book **“A History of Mill Run”** indicates that the newer alignment of Route 381 between the Mill Run Baptist Church and Normalville was built in 1930.

Page 486 of Ellis’ earlier book **“The History of Fayette County, Pennsylvania”** states:

The survey made for Alexander Cummings, April 23, 1788, was called "Little Hopes," and the land was described as being one mile north of the Turkey Foot road, where it crosses Indian Creek. Both of the last-named surveys are in Springfield.

This unclear statement simply means that the Cummings property was one mile north of where the Turkey Foot Road crosses Indian Creek. Page 752 of the same book states:

Another well-known pioneer was Alexander Cummings, a Scotchman, who lived on the George Kern farm, on the old Turkey Foot road. His settlement was one of the first in the township. Cummings was a man of considerable ability, and possessed many fine traits of character, which gave him prominence among the early settlers. He died about 1842, and was interred on his old farm.

Cummings is described in Volume 3 of Hadden's 1912 book "**Genealogical and personal history of Fayette county Pennsylvania**" as follows:

...Alexander Cummings, who was born in Scotland and came to New York State, where he married Jane Livingston. He afterwards crossed the mountains and settled in Springfield township, Fayette county, where he patented a tract of about six hundred acres near Mill Run. Some of this land is yet owned in the family. He served in the revolutionary war...

The 1793 Cummings surveys (Figure [0555](#), Survey Book C-42, Page 88), are located just north of the George Morgan survey, as shown by the W.P.A. map of the northern part of Springfield Township, Fayette County (Figure [0561](#)). The Cummings survey shows an unnamed road. Figure [0703](#) shows where that road was located relative to 1939 roads. The road on the Cummings survey is unlikely to be the Turkey Foot Road, since Veech describes the Turkey Foot Road as crossing Indian Creek "a little above the junction" with Mill Run; i.e. east of the mouth of Mill Run.

James McKeown

Barbara Shultz's 2000 paper "*Cummings Family History*" indicates that James McKeown's son Samuel McCune married Alexander Cummings' daughter Margaret. According to Shultz, James McKeown, Esquire lived on the opposite side of Indian Creek from Alexander Cummings, and had a public house on the Turkey Foot Road. Shultz's information may come from A.H. Harbaugh's article "*Two Early Pioneer Families and Their Posterity*" in the November 25, 1909 issue of the "**Mill Run Advance**", which describes the Cummings and McCune families:

A well-known pioneer was Alexander Cummings who came to America from County Down, Ireland, and located in eastern Pennsylvania. He served as a soldier in the Revolutionary War... Cummings' settlement was one of the first in the township and was originally composed of two tracts, having 150 and 148 acres in Bullskin Township. The survey made for Alexander Cummings April 23, 1788, was called "Little Hopes" and the land was described as being one mile north of the Turkeyfoot road where it crosses Indian Creek. ... Cummings was a man of considerable ability and possessed many fine traits of character which gave prominence among the pioneers. ... In the year 1798, Alexander Cummings was one of the supervisors of highways, and in 1801, he was one of the overseers of the poor. He was a Presbyterian, as were other members of his family.

...

The father of Samuel McCune and the grandfather of James McCune of this township, was James McKeown, Esq., who located on the other side of Indian Creek from where lived Alexander

Cummings. He located by building a public house on the eastern slope where lives Iverson Morrison. He was of good reputation and was one of the earliest justices of the peace. He too, like his neighbor previously described⁷¹⁸, came from County Down, Ireland in 1792. He was married to Martha Russell in 1790, and to this union were born two sons—Samuel and John R. A daughter, Ellen, died in infancy. Squire McCune (formerly McKeown) also operated a small distillery. While entertaining the public on the Turkeyfoot Road, he boarded many employees of the St. John Furnace.

Between the Cummings and Woodruff surveys

The 1831 Ludwick Nogle survey (Book C-170, Page 77) is on the north side of the George Morgan survey and west of the Cummings survey, and is marked with the name of “Ja^s Paul Jr.”. The Nogle survey does not show the Turkey Foot Road.

Between the Alexander Cummings survey and the Cornelius Woodruff survey, the 1830 Samuel Sanders survey (Book C-216, Page 135), the 1773 Christopher Binks survey (Book C-7, Page 21), the 1773 William Lippincott survey (Book B, Page 426), and the 1830 Joseph Brooks survey do not show the Turkey Foot Road. East of the Cummings survey, the 1794 Everhard Goop survey (Book C-72, Page 206) does not show any roads, but mentions that the improvements on the property are “from 20 to 30 years old”. This indicates the property was settled circa 1764-1774, which in turn suggests that an early path came through the area from somewhere.

The 1792 Reading Howell map ([Figure 0379](#)) shows the Cornelius Woodruff place as a landmark along the Turkey Foot Road, and the property is also included on the portion of a W.P.A. map that is included as [Figure 0561](#). Just south of Woodruff’s property, the 1796 survey of the Price Higgins property (Book C-87, Page 55) shows the Turkey Foot Road ([Figure 0392](#)), and references it as follows:

Situate on the Turkey foot Road on the waters of Saltlick Creek in Saltlick “formerly Bullsken” Township Fayette County and Surveyed the 16th day of May 1796 in pursuance of a Warrant dated the 4th day of February 1794.

Crossing the Mud Pike near Normalville

James Veech mentions Springfield in his posthumous 1892 book:

...thence, passing down Skinner’s Mill run to near its entrance into Indian creek, crossing it a little above the junction, and the Mud Pike near where Springfield now is, it passed by Cornelius Woodruff’s old place...

The history of Normalville

The place Veech refers to as Springfield is now known as Normalville⁷¹⁹. For an 1858 town layout, see [Figure 0697](#). Ellis’ 1882 book “**History of Fayette County, Pennsylvania...**” describes Springfield as follows:

⁷¹⁸ The neighbor is Alexander Cummings.

⁷¹⁹ See page 137 of Marilyn Cropley’s 2004 book “**Davis and Cropley Heritage**”, page 372 of the 1934 book “**Mineral resource report M**” (Pennsylvania Bureau of Topographic and Geologic Survey), and Volume 1, page 448 of the 1900 book “**Nelson’s Biographical Dictionary and Historical Reference Book of Fayette County, Pennsylvania**”. The town was renamed in honor of the Normal School that was built there. The 1900 book states: “*Normalville, formerly Springfield, and also Elm, derives its name from the fact that a summer normal school is conducted there every year.*” Mr. Dietle’s

Springfield, a hamlet approximating a village in size, is on the clay pike, northwest of the centre of the township. Originally the land belonged to the Eicher family, and later to Samuel Long, who sold three hundred acres to Jonathan Miller, of Somerset County. On the lower part of this tract Levi and J.H. Miller erected a large brick house in 1847, which is the oldest house in that part of the hamlet. This house and a number of acres of land became the property of Charles King, who in 1852 laid out thirty-six quarter-acre lots for village purposes, which constitutes the plat of the lower part of Springfield. In 1853 King erected his present residence on one of the lots, and the same year James Gallentine built a house opposite the Campbell store, which is yet standing. Passing over an unoccupied space one-fourth of a mile westward, the upper end of the hamlet contains a house which was built about 1835, by Joseph Scott, and around which a dozen more buildings were erected in subsequent years. Some of these are rather dilapidated, and the hamlet throughout, after the importance of the clay pike declined, gave little promise of continued or future prosperity. The population diminished until the number maintaining their permanent homes in 1880 was only about one-half of what it was several decades earlier. Lately, however, there have been signs of renewed life, and the former activity may again be restored. Springfield contains two churches, a school-house, a large tannery (not in operation), two good stores, a number of mechanic-shops, and one hundred and twenty-five inhabitants.

The first goods were sold by Joseph Scott, about 1836, his trade being continued a few years. Henry and John Brooks opened the next store in the building now occupied by Capt. James B. Morris, merchandising from 1839 to 1847. Next came Levi and J. H. Miller, who, in 1853, established their place of business in the lower part of the village, where they continued until 1861. The present Campbell store room was occupied in 1873 by J. F. Campbell; but the business is at present carried on by George W. Campbell, who has a large room well stocked with assorted goods for a general trade. On the opposite corner a new store has just been opened by Benton L. Miller. Among other merchants in the hamlet have been Lohr & Detweiler, John Brooks, J. W. Sherbondy, Rogers & Campbell, John F. Murray, McBeth & Morris, Reisinger & Cole, and William Aughenbaugh.

Samuel Long was the first to open a public-house in the lower part of the village. This house has been used for the entertainment of the public almost ever since, among the keepers of the inn being Moses Coughenour, Eli Gallentine, Samuel Kooser, Martin King, and William H. Brooks. At the upper end of the village J. W. C. Brooks kept an inn from 1871-72, which was known as the "Utah House." J. H. Miller also entertained the public, and lately Benton L. Miller has accommodated the traveling public, the Brooks house also being continued.

A post-office was here established about 1851, with the name of Springfield, Alfred Cooper being the postmaster. In 1853 the name of the office was changed to "Elm," which it yet bears, and J. H. Miller appointed postmaster. In 1862 he was succeeded by Nathan B. Long, and he in turn by John W. Sherbondy, J. T. Coughenour, William Brooks, J. F. Campbell, and since the spring of 1881 the present, George W. Campbell. Two mails per day are supplied by the route from Stewarton to Jones' Mill, John Brooks, of Springfield, being the carrier. The first mail service was from Connellsville to Berlin, in Somerset County, once a week; thereafter from Farmington, on the National road, three times a week.

grandmother Gladys Edna (Bittner) Korns attended there in preparation for becoming a school teacher. She was born May 9, 1904 and was teaching at the Korns School in Southampton Township, Somerset County, Pennsylvania by the 1923-24 school year.

The 1900 book “**Nelson's Biographical Dictionary and Historical Reference Book of Fayette County, Pennsylvania**” describes Normalville as follows:

Normalville, formerly Springfield, and also Elm, derives its name from the fact that a summer normal school is conducted there every year. The place contains (1899) more than forty houses, has a population of over one hundred and eighty... It maintains two churches, a creamery and two stores, conducted by Hon. G. W. Campbell and A. G. Sherbondy. The postmaster is J. M. Campbell. The medical profession is represented by Dr. R. L. Cochran. The “Mountaineer,” a monthly newspaper, was established in 1882 by Hon. G. W. Campbell. Communication with the outer world is maintained by two telephone lines, the Tri-State and the Independent.

[Figure 0564](#) is an 1872 map of Springfield Township that labels Springfield/Normalville as “*Elm P.O.*” The map is confusing, since north is not at the top of the page. Clearly, Springfield was also known as Elm, and the Mud Pike was also known as the Clay Pike. The book reveals where the name of Elm must have come from:

On the Elm farm, now the site of Springfield village, Daniel Eicher, a native of Lancaster County, settled about 1790. Joseph Eicher, his last remaining son, died Aug. 4, 1876, aged ninety-two years.

[Figure 0703](#) indicates that Normalville was located on Christopher Binks’ 1773 survey. Page 759 of Ellis’ 1882 book describes an early school at Springfield as follows:

Among the early schools in Springfield was one taught in a small house which stood where is now the principal place of business in the hamlet of Springfield. It was kept up a few years, probably from 1810 to 1813. As this was an English school, many of the children of the early settlers continued to attend the schools in Salt Lick, where instruction was given in the German language also.

History and location of the Mud Pike

Page 756 of Ellis’ 1882 book describes the Clay Pike as follows:

The most important highway in the township is the “clay pike,” so called because it has been graded but never piked with stones. Its course through Springfield is nearly east and west north of the centre of the township, varying only to get an easier ascent of Laurel Hill. It was surveyed in 1810, but was not completed until about 1820. ... The road became the great thoroughfare for the passage of live-stock from Ohio and Kentucky to the East, and immense droves of horses, mules, cattle, sheep, and hogs were almost constantly trudging along its course, often more than a hundred per week passing through Springfield. ... After the Pennsylvania Railroad was completed the droves diminished in number, but the road was considerably used for this purpose until the Baltimore and Ohio Railroad was built along the Youghiogeny in 1871.

Page 747 of Ellis’ book contradicts this, stating: “*Before the clay pike was opened through Springfield, in 1810...*” Page 776 states: “*William Williams was one of the parties who had a contract to open the clay pike in 1810.*” Page 251 mentions an 1852 bridge “*Over Indian Creek (Springfield township), where Clay pike crosses.*”

The route of the Mud Pike east of Springfield is both illustrated and named on 1921 and 1922 topographic maps of the area ([Figure 0693](#)). Clearly, Route 653 ([Figure 0745](#)), which comes out on Route 381 at Latitude 39.99532°, Longitude -79.445947° in Normalville, is the present-day version

of the Mud Pike. Route 653 is called the “*Jim Mountain Road*” at Normalville, but turns into the “*West Mud Pike*” ([Figure 0864](#)) at New Centerville⁷²⁰, and subsequently turns into the “*East Mud Pike*” that goes to Berlin. In a brief section about New Centerville, Volume II, page 647 of the 1906 book “**History of Bedford and Somerset Counties...**” states:

...New Centerville was laid out by Michael Freese, in 1834... The town owed much of its early prosperity to the fact that its location was on the clay or mud pike, which was laid out about the same time that the town was. Since 1870 the town has not held its own.

An article in the February 1972 “**Laurel Messenger**” summarizes the 1854 to 1864 New Lexington register of drovers on the Clay Pike. New Lexington is on Route 653, 2.8 miles west of New Centerville at Latitude 39.93753°, Longitude -79.236639°. Another article in the same issue references the Clay Pike as passing through Scullton, and describes drover-related records in the account book of Jacob Henrys’ store at Scullton. Scullton ([Figure 0892](#)) is 4.4 miles west of New Lexington on Route 653 at Latitude 39.947763°, Longitude -79.312792°. An article in the November 1963 “**Laurel Messenger**” describes an 1806 bridge on the old Clay Pike, now state highway 653, just west of New Lexington. The old covered bridge still stands alongside Route 653 at Latitude 39.937635°, Longitude -79.27125°, and is known as King’s covered bridge ([Figure 0834](#)). It spans Laurel Hill Creek, and is located eight-tenths-mile west of Scottyland Camping Resort. According to the white paper titled “*Historical Profile of Somerset County*”, which is published by the Pennsylvania Department of Conservation and Natural resources, the King Bridge was built in 1802, rebuilt in 1906, and abandoned when a newer bridge was built in 1934. This suggests that the Clay Pike route was in use well before the dates given in Ellis’ book.

An article by Hubert Whipkey in the May 1964 “**Laurel Messenger**” mentions “*a general store and hotel on the old Clay Pike near Scullton before that village got its present name.*” In the same issue, an article by Kenneth Sanner states:

A heavy volume of traffic passed through the Gross covered bridge over Middle Creek between New Lexington and new Centerville on the old Clay Pike, built shortly after 1810. The old pike was a popular drivers route crossing Laurel Hill from Fayette County and winding through Turkeyfoot, Middle Creek, Milford, and Brothersvalley to connect with the Glades Road to Bedford. It was not a turnpike, but instead was a road without stone base. Drovers could drive livestock over it with less injury than they could over a turnpike.

Volume II, page 211 of the 1906 book “**History of Bedford and Somerset counties, Pennsylvania**”⁷²¹ describes the Mud Pike as follows:

The Mud Pike was not a turnpike. It was a road laid out by the state about the year 1830. The precise time cannot be learned, but a few years later we find that the legislature made appropriations for keeping it in repair. The road was seemingly constructed with the view that it should provide a good road over which cattle might be driven. It was intended for a drover’s road. It came across the Laurel hill from Fayette county, passing through upper Turkeyfoot, Middlecreek, Milford and Brothers Valley townships, toward the Bedford Pike. As it was not a

⁷²⁰ The history of New Centerville is provided on pages 544 and 545 of the 1884 book “**History of Bedford, Somerset and Fulton Counties...**” For the 1860 street layout of New Centerville, see [Figure 0785](#). New Centerville was settled at an early date, as proven by the 1800 burial of Catharine Tedro ([Figure 0865](#)).

⁷²¹ Page 648 of the same book has a brief description of New Lexington. For an 1860 street map of New Lexington, see [Figure 0786](#).

turnpike, but a road without stone wherever it could be avoided, it soon became a favorite road with drovers, who could drive their cattle over it with less injury than they could over a turnpike. The right name was the Clay Pike, soon corrupted to Mud Pike.

The route was actually laid out long before 1830, because it is illustrated in exacting detail on the 1818 Melish-Whiteside map of Somerset County ([Figure 0765](#)).

The February 1963 issue of the “**Laurel Messenger**” includes an article titled “*Mileage Chart for Pioneer Drovers On Old Clay Pike*” that describes mileage to points east of Berlin for drovers “going to the eastern marketing centers”. One of the entries concerned the four-mile distance from Berlin eastward to Snyder’s. The chart gave mileage for a route that went through Mann’s Choice and Strasburg.

West of Normalville, the Mud Pike apparently went to Connellsville. In a chapter of John Scott’s 1898 book “**Recollections of fifty years in the ministry**” that describes preaching on the Union Circuit circa 1843, a clue is provided:

On Sunday morning I rode seven miles across Laurel Hill to Fayette Furnace, where I preached at eleven o’clock. In the afternoon I rode thirteen miles down the “mud pike,” as it was called, to Connellsville, where I preached at night.

Fayette Furnace is 2.5 miles east of Normalville. William J. Barker’s 1858 map of Fayette County only shows one road between Normalville and Connellsville, and that is Route 711, also known as the “*Springfield Pike*”. Another clue that the Mud Pike ran through Connellsville is provided in a section about “*Old-Time Musters*” in McClenathan’s 1906 “**Centennial history of the borough Connellsville**”, which states:

The boys and girls go up to the Pinnacle to see the company from Springfield coming into town by the Mud Pike, headed by the Salt Lick Buckwheat Band, with fife and drum.

Cornelius Woodruff

As quoted more completely above, in his 1892 book, James Veech mentions that the Turkey Foot Road “*passed by Cornelius Woodruff’s old place...*”.

The W.P.A. map of the northern part of Springfield Township, Fayette County ([Figure 0561](#)) shows Cornelius Woodruff’s place along the Turkey Foot Road, and north of Alexander Cummings’ survey. [Figure 0390](#) is an enlarged view of the W.P.A. map showing the area around Woodruff’s. The 1788 survey ([Figure 0389](#)) of Woodruff’s property illustrates the Turkey Foot Road, and references it as follows:

Situate on the Chestnut Ridge including the forks of the Turkey Foot road and the Road from Union to Bedford by Jones’s Mill in Bulskin Township Fayette County and Surveyed the 28th day of October 1788 in pursuance of a Warrant Dated the 6th Day of November 1787.

The road “*to Bedford by Jones’s Mill*” ultimately connected to the Glades Road⁷²² via Berlin, as shown by the 1792 Reading Howell map ([Figure 0001](#)). The Jones Mill⁷²³ on that map is on a

⁷²² The first and second editions of this book incorrectly stated “*would have been the antecedent to present-day Route 31*”. This mistake was due to a misinterpretation of the 1792 Reading Howell map, which shows two “*Husbands*” locations. The wrong “*Husbands*” was interpreted as Somerset, due to the Jones mill that is illustrated. That Jones Mill is not the one along the Glade Road.

tributary of Laurel Hill Creek. This is different from the present-day town of Jones Mills, which is on Route 31 (the present-day version of the Glade Road) at Indian Creek. Referencing the 1792 Reading Howell map ([Figure 0001](#)), Volume II, page 194 of the 1906 book “**History of Bedford and Somerset Counties...**” describes the road to Jones Mill as follows:

...at the house of one Preator, a road branches off from the Glades road to the southwest, and passes through the town of Berlin. The road continued on toward the Somerset settlement, crossing Cox's creek at or near Ankeny's mill. ... From Ankeny's mill it continued west toward Laurel Hill creek, which it crossed near where the William Jones Mill used to be. After it crossed the Laurel Hill mountain it followed the county line between Westmoreland and Fayette counties. ... As to when this road was first laid out and opened we have no information, but evidently it was one of the earliest of our public roads and antedating the formation of Somerset county by some years.

We do, however, know that the very first bridge to be built by Somerset county after its formation was built over Laurel Hill creek, near William Jones' mill, where this road crossed that stream. This was in 1797...

For more information on this bridge and the road, see the article “*A History of the Old Forge Bridge*” in the May 1968 issue of the “**Laurel Messenger**”. The county line statement is supported by John Shippen's October 31, 1794 letter to his father John Shippen, which states: “*The boundary line between Westmoreland and Fayette is the road from Berlin to Cherry's mill*”. In the 1784 act which created Fayette County, the northern part of the county line was established as “*All that part of Westmoreland county beginning at the mouth of Jacob's creek, thence up the main branch of said creek to Cherry's mill; thence along the road leading to Jones's mill, until the same shall intersect the line of Bedford county...*”

Preator's is identified as “*Prators*” along the Glade Road on “*top of the Alleginy Mountain*” on one of Husband's maps ([Figure 0699](#)); look just east of Berlin. This would be in the general vicinity of where the White Horse Tavern was located.

The Reading Howell map shows that the place where Cornelius Woodruff lived was then part of Bullsken Township⁷²⁴. According to page 492 of Franklin Ellis' 1882 book “**History of Fayette County, Pennsylvania...**”, Cornelius Woodruff was a Bullsken Township road supervisor in 1787, and was one of the county overseers of the poor in 1792 and 1793.

⁷²³ For articles about the Jones Mill on Laurel Hill Creek, and the road from there to Berlin, see the May 1968 and August 1976 issues of the “**Laurel Messenger**”. These articles put the mill on Jones Mill Run, which is located in Laurel Hill Park. Volume II, page 119 of the 1906 book “**History of Bedford and Somerset Counties...**” states: “*About the year 1778 (though it may also have been a little earlier) a Mr. Jones came into the settlement, and in traveling over it he soon noticed the need for a gristmill and began to look around him for a good mill site. Peter Bucher ... pointed out to him such a site... This site pleased Jones so well that he secured title to the land at once. William Jones, a son of this Jones, came in shortly afterward and built a mill here. This place is near the foot of Laurel Hill, somewhat on the outskirts of the settlement, but still only ten miles from its central part, and the long and toilsome journeys across the mountain, taking days of time to make them, were now a thing of the past. ... Jones' mill, as it was called, was in a sense one of the centres of the settlement for quite awhile, and it seems strange that no permanent town or village grew up around it. This mill, which in its day served so useful a purpose, has long since been abandoned. It may not be out of place here to say that when Mr. Jones, the elder, bought the millsite of which we are speaking, he also at the same time bought a second millsite on the waters of Indian creek, on the western side of Laurel Hill. Here Robert Jones, another son, built a mill, and there has always been a mill there, which to this day is known as Jones' mill.*” The history of William Jones' Mill from the September 22, 1893 issue of the “**Somerset Standard**” is reprinted in “**Recollections of Somerset County's Earliest Years**”.

⁷²⁴ The old Woodruff farm is now part of Springfield Township.

Locating the Cornelius Woodruff property

[Figure 0668](#) shows where Cornelius Woodruff's property is located, relative to three distinctive locations on Indian Creek. [Figure 0669](#) is a 1922 topographical map that has been marked up to show the approximate location of Cornelius Woodruff's 1788 survey, plotting backwards from the same three distinctive locations on Indian Creek. This is the technique that was used to find the Woodruff property.

Cornelius Woodruff's property encompassed the land at the intersection of present-day Gas Well Road, Cavanaugh Road, and the farm lane known as Simon Schultz Road ([Figure 0727](#)). That intersection is located at Latitude 40.029027°, Longitude -79.45673°. The 1939 farm fields at that location ([Figure 0670](#)) are a perfect match to the shape of the 1788 Woodruff survey. [Figure 0706](#) shows that in the vicinity of Woodruff's property, the 1788 route of the Turkey Foot Road correlates well to Gas Well Road and Cavanaugh Road between Latitude 40.025881°, Longitude -79.456° and Latitude 40.033858°, Longitude -79.459552°. [Figure 0729](#) is a photo of Gas Well Road that was taken from Latitude 40.026300°, Longitude -79.456100°, looking generally north toward the house of Ernie Schultz, which is located on the Cornelius Woodruff property.

Gas Well Road comes out on Fairview Road at a different location now, compared to the 1858 route. [Figure 0968](#) is a 2013 photo of Fairview Road, looking eastward of the location where the abandoned section of Gas Well Road joined Fairview Road. The southern end of Fairview Road comes out on the George Prinkey Road, which continues south to Route 711 at Normalville. [Figure 0764](#) shows that the route now served by the George Prinkey Road was served by twin routes in 1858.

The intersection on Woodruff's property is 4.4 miles north of where Route 381 crosses Indian Creek, 3.1 miles north of the Cummings cemetery, and 2.5 miles north of Normalville, using present-day roads. [Figure 0696](#) is a section of an 1858 map that shows the relative locations of Springfield, Cornelius Woodruff's place, and Cathcart's mill, and identifies the most likely route of the Turkey Foot Road immediately southeast of Woodruff's property to be Fairview Road. Whatever the earliest route northward from the Springfield/Normalville area may have been, [Figure 0764](#) shows that the twin 1858 northward routes had been merged into one by 1939. This route forks as it comes into Normalville, following the southern ends of the twin 1858 routes. The eastern fork is the George Prinkey Road, and the western fork is Pritts Lane ([Figure 0969](#)).

[Figure 0564](#) is a portion of an 1872 Springfield Township map that identifies the Woodruff place as the "*J.B. Tedrow*" place⁷²⁵, and shows a road southeast of the Tedrow place that is a good match to the route shown on the 1788 Woodruff survey.

When Mr. Dietle set out to photograph the Cornelius Woodruff place in November 2012, his GPS unit was failing, and he became hopelessly lost in the maze of one-lane roads that exist in the area. He spotted someone cutting firewood in a field, and asked for directions to the intersection of

⁷²⁵ "*J. B. Tedrow*" may be the John Boucher Tedrow who is buried at the Normalville Cemetery, which is located 2.2 miles from the Tedrow farm at Latitude 40.00297°, Longitude -79.45722°. According to his tombstone ([Figure 0883](#)), John Boucher Tedrow was born on December 1, 1825 and died on May 24, 1887. Based on Franklin A Burkhardt's 1917 book "**The Boucher Family**" and various other bits of information collected over Mr. Dietle's lifetime, John Boucher Tedrow's grandfather Henry Boucher is believed to be a brother of Mr. Dietle's fourth great-grandmother Susanna Baker/Boucher Korn of Southampton Township, Somerset County. Susanna, wife of Michael Korn, Senior, is buried in the Cook Cemetery. Henry Boucher is buried in the Union Cemetery at New Centerville; see [Figure 0866](#).

Cavanaugh Road and Gas Well Road. The individual responded with the surprising question “Why?”

The individual cutting firewood turned out to be Ernie Shultz, who lives right at the intersection of Cavanaugh Road and Gas Well Road. As Mr. Dietle explained his Fayette County Turkey Foot Road research to Mr. Schultz, and described the significance of the Woodruff property, Mr. Schultz became quite interested. He said that he had always watched the Daniel Boone television show, which mentioned the Turkey Foot Road and Braddock Road, but had no idea that he lived along the Turkey Foot Road.

Mr. Dietle showed Mr. Schultz [Figure 0753](#), and asked him about the offset nature of the 1788 road to Jones Mill east of the intersection, relative to the present-day road. Mr. Shultz was able to confirm that east of the intersection, the present-day Cavanaugh Road lies north of an old abandoned roadbed. His yard lies astride part of the old roadbed, and he had to fill that roadbed in when he built the house. He reported finding a nineteenth century half penny in the old roadbed; his wife thought it was dated 1802 or 1810. Mr. Schultz also mentioned that the farm had been the Tedrow place, and the property was divided by the Tedrow family. Local resident Robert Fulton reports that there used to be a log springhouse at the farmstead that is situated at the end of Simon Schultz Road.

Ernie’s house is served by a spring. Judging from the location of the Cornelius Woodruff residence on the 1792 Reading Howell map, this is likely the same spring that served the Woodruff home. Ernie reports that there were no old foundations in the vicinity of where he built his house, which isn’t surprising because Cornelius Woodruff may have lived in a simple log cabin in the 1790s.

About Cornelius Woodruff

Cornelius Woodruff came to Fayette County, Pennsylvania from New Jersey. A Cornelius Woodruff served with McClelland’s Rangers from 1778 to 1783, according to the Pennsylvania Archives. 1778 is before Cornelius Woodruff, Junior was old enough to serve. Cornelius Woodruff, Junior’s Revolutionary War pension application makes no reference to McClelland’s Rangers, and indicates that he was born near Elizabethtown, New Jersey in 1763, did not join the military until 1780, and was then “*living in Ligonier Valley on the west side of Chestnut Ridge*”. Based on this information, it was Cornelius Woodruff, Senior who served with McClelland’s Rangers.⁷²⁶

By 1806, both Cornelius Woodruff Junior and Senior lived in the borough of Connellsville,⁷²⁷ where Cornelius, Senior had a log tavern on lot 6⁷²⁸ and Cornelius, Junior lived in a frame house. In his 1906 “**Centennial History of the Borough of Connellsville**”, McClenathan credits the following statement to handwriting in one of Cornelius Woodruff’s books:

For those who will come after us will find vast and undeveloped mines of material for men to work upon, treasures of untold wealth that are now hid from us. All must have observed that the progress of the arts and sciences and the gospel, like the sun, is from the east to the west. As the celestial light of the gospel was directed here by the finger of God, it will doubtless drive the heathenness from our land, and marching through the vast deserts now westward, will develop the

⁷²⁶ This paragraph about Cornelius Woodruff is based on information published on Cheryl Jindeel’s website “**Ancestors of the George/Hayes Family**”.

⁷²⁷ Thaddeus Harris’ 1803 journal describes Connellsville as follows: “*This town has been settled eight years. It is pleasantly situated on the Yohiogany; and contains about eighty houses, and four hundred inhabitants.*”

⁷²⁸ Lot 6 is located on South Cottage Avenue between East Crawford Avenue and East Church Place at Latitude 40.01778°, Longitude -79.586219°; see [Figure 0893](#).

hidden gems and stores of gold and silver. Huge mountains and mines of these ores will be discovered. It will give employment to millions, not only for war, but for peaceful occupations and the wants of life. These vast quarries will give work for the mechanic to build monuments for the renowned of America, those heroes who gave up their warm blood to save this land for the coming millions. Some great inventions will be made to carry on commerce and communication in this to-be-great country.

John Washabaugh

The 1817 Melish-Whiteside map of Fayette County ([Figure 0704](#)) shows a “Waserough” living somewhere in the general vicinity of Woodruff’s Chestnut Ridge survey. Page 490 of Ellis’ 1882 book “**History of Fayette County, Pennsylvania**” appears to resolve the mystery of who this individual was:

John Washabaugh came from Somerset County to Bullskin about 1815, settling at the base of Chestnut Ridge. He had sons named Joseph, Henry, Thomas, David, William, and Washington, the latter yet being a resident of the Green Lick Valley.

A John Washabaugh appears in the tax list for Brothersvalley Township for 1796, and the tax list for Somerset Township in 1800.

Northwest from Connell’s property

Just north of Woodruff’s property, the 1799 Zachariah Connell survey (Book C-36, Page 282) shows the Turkey Foot Road as the “State Road” ([Figure 0391](#)). According to page 492 of Franklin Ellis’ 1882 county history, Zachariah Connell was a Bullskin Township road supervisor in 1789.

North of Zachariah Connell’s property, the 1838 William Cale survey (Book B-16, Page 67), the 1794 James Dugan survey (Book C-49, Page 3), and the 1792 Meason survey (Book C-141, Page 30) do not show the Turkey Foot Road. This makes sense, because the Turkey Foot Road turned northwest on Connell’s property. As shown by [Figure 0706](#), the route was still visible from the air in 1939.

Hawk Road

Hawk Road correlates well to the 1788 route of the Turkey Foot Road from Latitude 40.039144°, Longitude -79.474789° to Latitude 40.042318°, Longitude -79.482286°. It lies on the Thomas Meason property (Book C 138, Page 237), which interferes with the William Douglass survey. The Meason survey ([Figure 0768](#)) describes the property as “*Situate on the State Road between Connelsville and Woodruffs old place...*”. One would have taken the left-hand fork on Meason’s property to go to Connellsville; this is better understood by looking at the W.P.A. map of [Figure 0390](#).

[Figure 0730](#) is a photo of Hawk Road, taken from its eastern end, looking generally west-northwest. On the day Mr. Dietle took the photo, he stopped to talk to local resident Jessie Nicholson, an older gentleman who was parked at the western end of Hawk Road. Mr. Dietle introduced himself, saying that he was researching an old road that ran through the area. Instantly, Mr. Nicholson said “*The Turkey Foot Road*”. Mr. Nicholson knew that Hawk Road was the old Turkey Foot Road, because it is referenced on local deeds that he has encountered. He mentioned that the abandoned route continued on to Cavanaugh Road in one direction, and continued on to Quail Hill Road in the other. Mr. Nicholson’s experience-based statements agree with what Mr. Dietle had discovered remotely

from Houston, Texas via the study of area surveys and aerial photographs. [Figure 0736](#) was taken from the eastern end of Hawk Road, and shows an abandoned roadbed continuing on through the woods, toward Cavanaugh Road. Mr. Nicholson confirmed that one cannot see the eastern end of the abandoned route from Cavanaugh Road. A goodly portion of a variation of the old route is visible in present-day leaf-off satellite photos, and is documented in the following table from west to east:

Description	Latitude	Longitude
Eastern end of Hawk Road	40.039115°	-79.474728°
Fork in the road	40.038941°	-79.4744°
Fork in the road	40.038481 °	-79.473566°
Parallel routes in this area	40.037971°	-79.472255°
Crosses stream	40.037708°	-79.470857°
Beginning of curve	40.037741 °	-79.470125°
End of the curve	40.037515°	-79.469339°
Corner of a field	40.036495°	-79.467515°
Along edge of field, in woods	40.035501°	-79.465726°
Last trace of the route	40.035063°	-79.464862°

Robert Fulton lives on the farm where Hawk Road came out on Cavanaugh Road. [Figure 0848](#) is a photo that shows the sunken roadbed at the western edge of Mr. Fulton's lower yard. When Mr. Dietle visited in 2013, Mr. Fulton knew that the old roadbed was the Turkey Foot Road. Hawk Road was still open when Robert's father owned the farm. Robert's brother operates the farm now.

As shown by Figures [0390](#) and [0529](#), the 1794 survey of William Douglass (Book C-56, Page 26) shows a road, but does not identify it. The W.P.A. warrantee survey map of Bullskin Township ([Figure 0530](#)) shows the William Douglass survey in the lower right-hand corner. Immediately west of the William Douglass property, the 1794 John Trueby survey ([Figure 0567](#), Book C-226, Page 159) also shows the road, but does not name it. West of the Trueby survey, the 1774 Owen Biddle⁷²⁹ survey (Book A-21, Page 79) makes no reference to a road. By 1794, Biddle's property was known as Morgan's Rich Hill ([Figure 0573](#)), and a road near the southern edge of the property is still known as Rich Hill Road.

The Smith surveys show the Turkey Foot Road

The W.P.A. warrantee survey map of Bullskin Township ([Figure 0530](#)) depicts a route labeled the "Turkey Foot Road" on the 1794 Peter Smith and James Smith surveys. The 1794 Peter Smith ([Figure 0573](#), Book C-224, Page 25) and John Smith ([Figure 0574](#), Book C-219, Page 274) surveys both illustrate and name the route. Both properties are described as being on a branch of Mounts Creek. [Figure 0691](#) is a comparison between the W.P.A. warrantee survey map and a 1939 aerial photo that identifies the location of the route across the Smith surveys, and proves that the route across the Peter Smith survey is the antecedent to part of Quail Hill Road. If you look closely at the

⁷²⁹ It has not been possible to determine if this Owen Biddle is the same man who was the assistant of the Commissary General of forage at Philadelphia. That Owen Biddle wrote to Assistant Quartermaster General Charles Pettit in May 1779 about forage problems, including the need to provide forage for the packhorses that were intended to supply Fort Pitt. When Biddle wrote to Pettit, he included a letter from Deputy Quartermaster General Archibald Steel; the letter stated that Steel needed 80,000 bushels of grain to feed his 1,600 packhorses during 1779, but had not even a single bushel. (See Erna Risch's 1981 book "Supplying Washington's Army", which is published by the Center of Military History, United States Army.) Steel was not at Fort Pitt at the time of Biddle's letter. Daniel Brodhead wrote the following to Nathanael Greene on August 2, 1779: "As to Colo. Steel I have not seen him since April, and but seldom heard from him..."

aerial photo on [Figure 0691](#), you can see remnants of the route on the Thomas Moore survey. Some of the property lines are still clearly visible in present-day satellite photos. This makes it possible to determine that the approximate location where the road enters the James Smith survey from the north is at Latitude 40.067423°, Longitude -79.524547°.

North of John Smith's survey, the Thomas Moore survey (Book C-130, Page 148), John Galloway survey (Book C-78, Page 14), Edward Chambers survey (Book C-37, Page 165), and John Kithcart, Junior survey (Book C-93, Page 283) do not illustrate or mention the Turkey Foot Road.

A January 1, 1785 Thomas Meason survey (Book C-120, Page 246) located “*about a half a mile north of the Turkey foot road 2 miles or there about from Hatfield Mill...*” touches the eastern edge of the John Smith survey. The reference to the Turkey Foot Road a half-mile away suggests that it was considered a main thoroughfare at the time. The Meason survey also proves that Hatfield's mill was already in existence on the first day of 1785. Meason's survey is included on the warrantee survey map of Bullskin Township ([Figure 0530](#)).

South of, and partially surrounded by Peter Smith's survey ([Figure 0573](#)), the 1865 survey of James and Robert Thompson (Book C-226, Page 154) does not mention the route. The Thompson survey is marked “*John Vought*” on the 1794 Peter Smith survey. Mark Minard's website⁷³⁰ quotes an October 29, 1796 transaction between John Vought and John Seighman on page 901 of Fayette County Deed Book C that mentions the “*state Road*”:

Know all men by these presents that I John Vought of Fayette County Bullskin Township and the Commonwealth of Pennsylvania for and in consideration of the sum of three hundred pounds good and Lawful money of Pennsylvania to me in hand Paid before the sealing and delivery of these presents by John Seighman of the same place the receipt whereof I do hereby acknowledge hath granted bargained sold released and Confirmed and by these presents doth grant bargain _____ release and Confirm unto the said John Seighman . . . all that Tract or parcel of Land situate lying and being on the Chestnut Ridge Fayette County and Commonwealth of Pennsylvania aforesaid including a Chestnut flat Containing in the whole two hundred Acres as a warrant for the same Bearing date the twenty second day of March one thousand seven hundred and ninety four may more fully and at Large appear which land is situated on both sides of the state Road Adjoining Land of Joseph Bullock, John Vigle and other vacant Lands. In witness thereof I have hereunto set my hand and seal the twenty ninth day of October one thousand seven hundred and ninety six

The reference to “*John Vigle*” must pertain to the “*John Wigle*” who is identified east of the John Vought property on the 1794 Peter Smith survey ([Figure 0573](#)). This helps to confirm that the Vought/Seighman transaction relates to the property that was patented much later by James and Robert Thompson. In between the 1794 John Trueby survey and the 1794 Peter Smith survey, the Turkey Foot Road obviously crossed the Vought property, as shown by the Trueby survey ([Figure 0567](#)).

A reference to Hatfield's mill in 1784

A 1784 reference to the Turkey Foot Road is provided in Volume 4 of the Honorable Jasper Yeates' 1871 book “**Reports of cases adjudged in the Supreme Court of Pennsylvania: with some select**

⁷³⁰ <http://www.minerd.com/>

cases at nisi prius, and in the Circuit Courts.” The 1804 Circuit Court case of “*Lessee of George Hunter against Isaac Meason, Esquire, and Christopher Wells*” ([Appendix 0040](#)) states:

Ejectment for 400 acres in Bull Skin township.

The plaintiff claimed under a warrant to Jacob Frelick, dated 30th July 1784, for 400 acres, lying on both sides of the Turkey Foot road, leading to Fort Pitt, about five miles from Hatfield’s mill, on the waters of Yohiogeney, including both sides of Maple Run, and the place called the Mill Seat, and likewise a large spring, a cabin, and cleared land. Interest to commence from 1 March 1780. In consideration of 5s. Frelick conveyed to Hunter on the 18th May 1796.

The description in the warrant did not correspond with the lands in controversy. There was a cabin called Lindsay’s, between 100 and 150 yards from the Turkey Foot Road, and between 3 and 4 miles from Hatfield’s mill. Near it was a good spring, some few trees deadened, but no land cleared. A branch of Poplar run⁷³¹, formerly called Maple run, came within half a mile of this small cabin, but there was no mill seat within several miles of it.

The plaintiff failed to present a survey, failed to show the property to a surveyor, and lost his 1804 case. Even so, Frelick’s warrant shows that the Turkey Foot Road existed in 1784, and ran through Bull Skin Township, Fayette County on its way to Fort Pitt. It also shows that Hatfield’s mill was in operation in 1784. The “*Frelich, Jacob*” warrant is the first one listed on Pennsylvania’s handwritten list of Fayette County warrants, but no survey is identified.

The Turkey Foot Road and branches of Popular Run pass through many of the surveys on [Figure 0390](#), including Cornelius Woodruff’s “*Knotsford*” property, Price Higgens’ “*The Level*” property, Zachariah Connell’s “*Salt Springs*” property, William Cale’s property, and Thomas Meason’s “*Middlesex*” property. The western edge of “*Middlesex*” is about 5.1 miles from the site of Hatfield’s mill, which is remarkably close to the “*about five miles*” distance stated in the lawsuit. Jacob Frelich’s property is just east of Thomas Meason’s property, as proven by [Figure 0768](#). In other words, perhaps the plaintiff should have sued William Cale, who took out a warrant for the Frelich property in 1794.

Doctor George Hunter was a Philadelphia chemist and Revolutionary War veteran who wrote journals during a 1796 trip to the Illinois Country and an 1802 trip to Kentucky. During both trips, he traveled the Turkey Foot Road to visit the misplaced property that became the subject of the lawsuit. His journals describe people and places along what became known as Hawk Road, and provide insight into the lawsuit from his point of view. The relevant part of Hunter’s 1796 journal states:

July 14th. 1796. at Six P.M. left Philad^a. on horseback in company with Anthony Atkinson, & after laying by one day at Berlin on acc^t of the rain, we pursued our rout towards Redstone⁷³² by Johnson’s mill & afterwards by the Turkey foot Road, where at the distance of about 30 miles from Berlin we came to my 400 Acres Tract of Land which I had bo^t of W^m. Perry & warranted in the name of Jacob Frailey. This Land is in the possession of Michael Entlich who keeps a Tavern there, has about 70 Acres Clear, has built a Log House & Barn. He claims 200 Acres by virtue of a

⁷³¹ For those who do not know where Popular Run is located, Cavanaugh Road crosses a branch of Popular Run just north of Woodruff’s, at Latitude 40.034281°, Longitude -79.459702°, and crosses Popular Run at Latitude 40.043707°, Longitude -79.462186°.

⁷³² Brownsville.

Purchase from Isaac Mason. This Land is on the waters of Salt lick Creek;⁷³³ my warrant includes the 200 Acres in the possession of Entlich & as much more to the eastward thereof, which last part contains the millseat & is claimed by Canel of Canels Town⁷³⁴ which is about 9 or ten miles to the westward on the Youghagaheny River. — At Canals Town we met Isaac Mason who promised to accomadate matters, & to write to me his sentiments & proposals & I agreed to answer him at my return; having left matters thus I went to Union Town, saw Col. McClean Deputy Surveyor, who had done nothing yet in the Business.—

The relevant part of Hunter's 1802 journal begins with an August 25, 1802 journal entry:

... At 5 oclock P.M. came to Berline a neat thiving German Village, where we were detained till night in shoeing Dobbin & the Mare. — Determined to visit my 400 Acre Tract at Michael Entlicks on the Turkey foot Road on the waters at Salt lick Creek. Rode this day 30 Miles —

26th. Passed from Berline to Jones's Mill...at the foot of Laurel Hill.

Here we were overtaken by a heavy thunder storm which beat against us without effect, being defended by our oil skin coats — went on to Woodruffs on the Turkey foot road 15 miles more & then put up for the night, having rode 30 miles this day. Here were informed that Michael Entlich who lived on my Tract of Land 1½ miles from this on the same road westward, had sold the same, which he held under the Claim of Isaac Mason to a M^r Wells who keeps Tavern there for £600 — of which 250£ was paid down & 50£ is to be paid p^r year until the whole is paid — There is Stone Coal plenty upon this tract, both opposite to the old improvement, & between the Tavern & Woodruffs on the road — The land is stoney, (free stone,) has fire clay upon it, the Timber is large, has many sugar trees Oak Ash &c — The soil not of the first quality, yet produces good crops of wheat corn, oats & other grain has a Mill Seat with a fall as great as can be required, very easily made. It is hilly & well watered with several fine springs, besides the mill seat on Poplar run—

27th. Left Woodruffs at 6 am, passed 1½ Miles to My Place where one Welsh a shoemaker lives, warned him that it was mine, that I had paid the state for it many years ago & that I would assert my right. — passed on to Canels town 10 miles where we breakfasted, then forded the Youghagaheny & proceeded 9 miles to Union otherwise called Beson Town & visited Col^o. McClean the Deputy surveyor, who denied having orders to survey my Land, & pretended that he supposed I had made some arrangement with Isaac Mason for the Land & therefor had done nothing further. I gave him peremptory directions to survey the 400 Acres for me agreeably to my warrant which called for Lindseys improvement which he promised to do & return the same to the Land Office as soon as possible. He said he would mention in his remarks the circumstances which retarded the business so long. In conversation with Woodruff & also with McClean Deputy Surveyor I find that there is an old Warrant in the name of George Hunter, for which no Owner can be found, I am Inclined to think it is one of the warrants I paid the state for when I took up the rest — As this calls for a tract of the best improved & best land in the County, I make this memorandum to remind me to enquire when I return to Lancaster (or home) at the receiver & surveyor gen^l's office—

Hunter's reference to the property as being one and a half miles from Woodruff's means that he believed his property was located along the surviving portion of Hawk Road. This means that

⁷³³ Indian Creek.

⁷³⁴ Connell of Connellsville.

Michael Entlich was keeping a tavern along Hawk Road in 1796, and already had 70 acres cleared, along with a log house and barn. By 1802, Wells had the tavern, and a shoemaker named Welsh was also living on the property.

Locating Hatfield's mill

Based on a comparison of [Figure 0530](#) and Adam Hatfield's 1786 survey ([Figure 0551](#)) to the 1905 topographical map of [Figure 0682](#), Hatfield's millrace was clearly the antecedent to the millrace that is shown on the 1905 map. Heminger Mills⁷³⁵ was located immediately south of the location where Country Club Road terminates on Pleasant Valley Road ([Route 962](#)); that intersection is at Latitude 40.069166°, Longitude -79.540911°. [Figure 0731](#) shows the level nature of the Hatfield property. [Figure 0842](#), which was taken from Country Club Road looking east-southeast, shows the Pleasant Valley country club building and the former site of Heminger Mills.

From [Figure 0682](#), one can see that the millrace cut between Spruce Run and Mounts Creek. The site was already a country club in 1939, but a large section of the millrace appears to be visible along the road in the 1939 aerial photo of [Figure 0691](#). The maps of [Figure 0694](#) suggest that the section of Turkey Foot Road that was located east of Hatfield's Mill and ran to Cathcart's mill had fallen into disuse by 1858, and show that Breakneck Road⁷³⁶ was already in use.

According to page 492 of Franklin Ellis' 1882 book "**History of Fayette County, Pennsylvania...**", Adam Hatfield was a Bullskin Township overseer of the poor in 1787, and a road supervisor in 1790.

Susan Grabek's theory related to the Adam Hatfield Property

Susan Grabek believes that Hezekiah Lindsey lived on the Adam Hatfield property that is illustrated above and to the left of the James Smith property on [Figure 530](#). According to Grabek's research, Westmoreland County Deed Book A, Page 414 (FHL Microfilm #0929165) indicates that Ezekiah Lindsey of Hempfield Township sold 300 acres to Isaac Meason of Tyrone Township on February 7, 1783. Lindsey states, *"It being the same land I live on in the year one thousand seven hundred and*

⁷³⁵ According to the Bullskin Township Historical Society's winter 2013 issue of "**Our Heritage**", the Detwiler family owned the Hatfield Property from 1826 to 1922, when the property was sold to the Pleasant Valley Country Club Association by J. C. Detwiler. The "*Heminger Mills*" name on the 1905 map suggests that the Heminger family may have been operating a mill on the Hatfield property in the period leading up to John Detwiler's 1905 death. The winter issue includes a photo of one of the Detwiler mills from the late 1880s. The Bullskin Township Historical Society believes that a Heminger was operating the mill on the Cathcart property in 1875. An article in the April 8, 1892 "**Greenburgh Review**" titled "*Terrific Hail Storm*" describes an April 5, 1892 incident, stating: *"A large two-story frame building at Heminger's mill, near Scottsdale, was blown down, and two of Mr. Heminger's daughters were carried about 200 feet, but escaped injury."* From the available information, it is not clear if the event took place on Hatfield's or Cathcart's property. The April 21, 1882 issue of Connellsville's "**Keystone Courier**" describes a similar event that occurred "*Wednesday night*", stating: *"At Detwiler's Mill several houses were destroyed and quite a number of people injured, but none fatally."* An April 28, 1882 issue of the same newspaper states: *"The barns and houses of both John Detwiler and George Atkinson further on were unroofed and seriously damaged, and Elias Hemminger and H. S. Fretts suffered likewise."*

⁷³⁶ Breakneck Furnace is identified as an old furnace at the bottom edge of [Figure 0683](#), near where Breakneck Road crosses Breakneck Run. Ellis' county history states: *"In the southern part of the township, on White's Run, the 'Findley Furnace' was erected in 1818. It was more widely known by the name of Breakneck, a term which was applied to it while being built on account of an accident which one of the workmen sustained, falling from the stack at the risk of bodily injury, which caused him to say 'that it was a regular breakneck affair.' The enterprise was begun by Col. William L. Miller ..."* The furnace location is identified on the 1869 survey for the 1794 Crawfoot warrant that is shown on [Figure 0530](#). That survey (Book C 42, Page 164) states: *"The Improvements are An old furnace for making iron, not now in use, known by the name of 'Breakneck Furnace' two other settlements, the oldest of which appears to have been made 20 or 30 years ago There is about 20 acres cleared & in cultivation"*. McClenathan's 1906 book "**Centennial history of the borough of Connellsville, Pennsylvania, 1806-1906**" indicates that Breakneck Reservoir is located *"on the site of the old Breakneck furnace."*

seventy”. The deed described the property as being located on both sides of the Turkey Foot Road and on both sides of Mountses Creek.

Grabek connects the Lindsey property to Adam Hatfield using an abstract of a deed from page 71 of Fayette County Deed Book A. On July 17, 1784, John Meason sold Ezekiel Lindsey’s improvement to Adam Hatfield, who was already living on the property at the time of the sale. It was property that Isaac Meason had conveyed to John Meason on the same day. Hatfield’s survey ([Figure 0551](#)) was performed in 1786 in regard to a 1786 warrant. The survey shows a milldam and race, but does not show a road.

The James Smith survey locates the Turkey Foot Road east of Hatfield’s property, angling toward Cathcart’s mill, as shown by [Figure 530](#). A. If Grabek is right, another variation of the Turkey Foot Road passed through the Pleasant Valley property where Hatfield’s mill was located. The valley certainly would make a logical place for a variation of the Turkey Foot Road. It could be that the route across the Smith survey was a shortcut over much rougher terrain.

This theory presents two problems. Firstly, Hatfield’s survey is for 234 and three-quarters acres, not 300 acres. Secondly, Hatfield’s property, as surveyed, is entirely on the east side of Mounts Creek, rather than being on both sides of the creek. Both problems could be explained very simply, if Hatfield did not purchase all the property that Lindsey sold Isaac Meason in 1783. One bit of possible supporting evidence is that Isaac Meason patented 113 acres on the opposite side of Mounts Creek in 1788. This is inconclusive, however, because Isaac Meason had many parcels of property. A more convincing bit of evidence is the aforementioned 1804 Hunter versus Meason lawsuit, which reveals that Hatfield’s mill was already in operation on July 30, 1784. Presumably, this was the property he purchased from John Meason on July 17, 1784, while already living on it.

Cathcart’s (Kithcart’s) Mill

As quoted previously, Veech’s book “**“The Monongahela of old...”**” states that the Turkey Foot Road:

passed by Cornelius Woodruff’s old place, descended the Chestnut ridge, and crossed Mountz’s creek at Cathcart’s, or Andrews’ Mill, and crossed Jacob’s creek about a mile below the old Chain Bridge, there leaving this county...

As quoted previously, page 756 of Ellis’ 1882 book states that the Turkey Foot Road:

... bore to the northwest across Chestnut Ridge to Mount’s Creek, which was crossed at Andrews’ (now Long’s) Mill; then northwest across Bullskin to Jacob’s Creek, in Tyrone, intersecting Braddock’s road near the old chain bridge.

The reference to Tyrone is in regard to Tyrone Township, Fayette County. Referring to Mounts’ Creek, pages 494 and 495 of Ellis’ 1882 book “**History of Fayette County, Pennsylvania**” state:

Down the same stream, Joseph Kithcart built saw-and grist-mills about 1790, the latter being a log structure. The present mills were built by Joseph Andrews about 1853. It is a frame of good proportions, and the mills have both water and steam as motors. Andrews was succeeded by Emanuel Mason; thence by Isaiah Coughenour; thence by C. A. Ebersole, and since October, 1880, the mills have been owned and operated by James Alexander Long. There are two runs of stones, and the saw-mill has a fair capacity. At these mills Solomon E. Swink opened a general

store in January, 1881. John Stonecker had a pottery here about 1820, which was carried on about a dozen years.

More than a mile farther down the stream Adam Hatfield made a claim in 1780, receiving a patent for the land in 1795. That year he sold it to John Shank, who built mills there, which were operated by him until 1816, when Adam Stonecker became the owner; thence, in 1824, Samuel Trevor; thence, in 1826, Henry Detweiler; and since 1847 Samuel Detweiler has operated the mills. The second mill on the site was put up by Henry Detweiler in 1834, and stood until it was consumed by fire, Sept. 26, 1864. The present mill was gotten in operation in November, 1865, by Samuel Detweiler. It is a frame, 40 by 50 feet, four stories high, and the motor is both water and steam, the combined power being equal to thirty horses. Steam was supplied in 1851. The mill has three runs of stones and modern machinery, being equal in its appointments to any mill in the county. The present saw-mill was built in 1855.

Page 490 states:

John Shank ... located on Mounts' Creek, building mills, about the beginning of the century, which occupied the site of Detweiler's mills. ... Henry Detweiler, a miller, came from Bucks County, settling in Fayette in 1820. In 1826 he became the owner of the Shunk mills on Mounts' Creek, where he died in 1847.

Detweiler's sawmill is shown west of the road, at the present-day country club location, on the 1872 map of [Figure 0683](#). The "Heminger Mills" that is located east of the road on the 1905 topographical map ([Figure 0682](#)) appears to be the "Clinton Mills" illustrated on the 1872 map. A Hatfield is living nearby. Both the Clinton and Heminger mills are clearly situated on the 1786 Hatfield property, which suggests that Clinton and Heminger were operating some of the Detwiler mills.

Locating Cathcart's mill

From the above passage, Emanuel Mason was a successor to Joseph Kithcart. The location of Emanuel Mason's mills is identified on the 1872 map of [Figure 0683](#). From this map, one can tell that Emanuel Mason's mills, and therefore Cathcart's mills, were located near where Keefer Road comes out on Pleasant Valley Road at Latitude 40.088197°, Longitude -79.527047°, in the village of Wooddale. [Figure 0684](#) is an aerial view of the mill site from 1939.

One version of the millrace is identified on the topographical map of [Figure 0682](#). On satellite images, the most recent version of the millrace can be seen from Latitude 40.091397°, Longitude -79.523508° to about Latitude 40.091098°, Longitude -79.524805°. It crosses under Route 982 about where Gimlet Hill Road and Spaugy Hollow Road terminate on Route 982. A portion of the race can be seen as a ditch along Route 982 from Latitude 40.090913°, Longitude -79.525301° to Latitude 40.090438°, Longitude -79.525616° and from Latitude 40.089684°, Longitude -79.526119° to Latitude 40.088844°, Longitude -79.526691°.

[Figure 0751](#) shows a chimney from the most recent mill, and [Figure 0843](#) shows the old brick house at the mill site. The chimney is located at Latitude 40.088088°, Longitude -79.527465°. After crossing under Keefer Road, parts of the millrace survive from Latitude 40.088146°, Longitude -79.527154° to Latitude 40.08806°, Longitude -79.527458°, and from Latitude 40.087921°, Longitude -79.527906° to Latitude 40.087722°, Longitude -79.528299°, at which point the runoff

water exited into the creek (this part of the millrace is now dry). The chimney and race are visible on present day satellite imagery.

Fayette County resident Alan Wilson's⁷³⁷ grandfather Myrl J. Wilson, who was born in 1897 and died in 1988, lived most of his life about 150 yards from the mill site. Alan's father Wayne Myrl Wilson, a World War II combat veteran who was born in 1923 and died in 2013, remembered when the mill was active as Spaugy's Mill, and found arrowheads near there as a boy. Alan, who helped to develop the coordinates in the preceding two paragraphs, reports that the old millrace comes down from Mounts Creek, and crosses under Route 982 and Keefer Road, with a good bit of it being underground. Alan also reports that Keefer Road was known as Spaugy Mill Road up until about 30 years ago. (Not to be confused with the nearby Spaugy Hollow Road.)

Following Medsger Road where possible, it is about 1.7 miles from the site of Hatfield's mill to the site of Cathcart's mill. In a straight line, Cathcart's Mill is about 5.5 miles northwest of the road intersection on Cornelius Woodruff's farm. By the shortest present-day route, the distance is about 7.6 miles.

According to Susan Grabek, the Cathcart's mill that Veech mentions was on the land of John and Joseph Kincart, which is next to Isaac Meason's "*Glade*" tract. The Kincart property is located due north of the James Smith property, as shown by [Figure 0530](#). According to page 492 of Franklin Ellis' 1882 book "**History of Fayette County, Pennsylvania...**", John Cathcart/Kithcart was a Bullskin Township constable in 1791, 1792, and 1793 and Joseph Cathcart was a road supervisor during 1799 and 1800.

A description of Wooddale

The small village of Wooddale, at the site of Cathcart's mill, is briefly described in Volume 1 of the 1900 book "**Nelson's Biographical Dictionary and Historical Reference Book of Fayette County**" as follows:

Wooddale, also in the northern portion of the township, maintains two stores, a flouring mill, a shop and a post office, which at this time is conducted by Almon Christener.

According to the 1887 edition of "**Smull's Legislative Hand Book**", Wooddale already had a post office in 1887. This is the earliest reference to Wooddale that has been found in the course of writing this book. According to the Bullskin Township Historical Society, the Wooddale post office opened on February 23, 1886, and closed July 12, 1895.

The diagonal route between Chestnut Ridge and Cathcart's mill

[Figure 0681](#) shows a portion of the 1817 Melish-Whiteside map of Fayette County that covers the area between Chestnut Ridge and the chain bridge. After the road from the "*Turkeyfoot Settlement*" crosses Chestnut Ridge, a road turns northwest, crossing Mounts Creek at Cathcart's mill. This illustrates either the Turkey Foot Road or Breakneck Road. The route of the Turkey Foot Road from the vicinity of Cathcart's mill to where it crossed Jacob's Creek in Tyrone Township, below the chain bridge, is not shown.

⁷³⁷ Alan's great-grandfather Shed Wilson, who was born in 1871 and died in 1953, lived just below the Deitweiler mill at Latitude 40.063687°, Longitude -79.544599°. His house is just across from the present-day driveway of the Mount Olive Evangelical Church, where he is buried. Alan's great-great-grandfather James M. Wilson (Company B, 16th Pennsylvania Cavalry), who was born in 1845 and died in 1916, lived at the top end of Shenandoah Road, near the present-day greenhouses (see [Figure 0683](#)). He is also buried at the Mount Olive Cemetery.

The 1817 Melish-Whiteside map also shows a road running between Hatfield's mill and Cathcart's mill. Between Hatfield's and Cathcart's properties, the 1788 Thomas Moore survey (Book C-130, Page 148), the 1816 Edward Chambers survey (Book C-37, Page 165), and the 1812 John Galloway survey (Book C-78, Page 14) do not show or mention the Turkey Foot Road. The location of Isaac Meason's circa 1801 Mount Vernon iron furnace ([Figure 0867](#)) is located just north of the Cathcart Survey at a distinctive bend in Mounts Creek, at Latitude 40.095833 °, Longitude -79.510556 °. The furnace location is identified on the topographical map of [Figure 0682](#). The history of the furnace is given on page 495 of Ellis' "**History of Fayette County, Pennsylvania**".

Near the 1801 chain bridge

As quoted above, Veech mentions that the Turkey Foot Road crossed Jacob's Creek about a mile downstream from the chain bridge, and Ellis indicates that the Turkey Foot Road intersected Braddock's road near the chain bridge. That bridge, which was the first of its kind in the United States, was built on "*the great road leading from Uniontown to Greensburg*". The 1792 Reading Howell map ([Figure 0381](#)) shows the great road⁷³⁸ crossing Jacob's Creek near Mason's.⁷³⁹ Wellford may have turned from the Glade Road onto this route in 1794 when he wrote that he "*took a right hand road called the "Turkey foot Road."*", or he may have actually taken the Turkey Foot Road. It has not been possible to determine if the Turkey Foot Road joined Braddock's road north or south of the Glade Road.

An 1802 description of the chain bridge

According to James Moore Swank's 1908 book "**Progressive Pennsylvania**", the May 22, 1802 issue of Greensburg's "**The Farmer's Register**" includes an article titled "*Iron Bridge*" which states:

The bridge which Judge Finley (near this place) had undertaken to erect across Jacob's creek, at the expense of Fayette and Westmoreland counties, near Judge Mason's, on the great road leading from Uniontown to Greensburg, is now completed. Its construction is on principles entirely new, and is perhaps the only one of the kind in the world. It is solely supported by two iron chains, extended over four piers, 14 feet higher than the bridge, fastened in the ground at the ends, describing a curve line, touching the level of the bridge in the centre. The first tier of joists are hung to the chains by iron pendants or stirrups of different lengths, so as to form a level of the whole. The bridge is of 70 feet span and 13 feet wide; the chains are of an inch square bar, in links from five to ten feet long; but so that there is a joint where each pendant must bear. The projector has made many experiments to ascertain the real strength of iron, and asserts that an inch square bar of tolerable iron in this position will bear between 30 and 40 tons; and, of course, less than one-eighth part of the iron employed in this bridge would be sufficient to bear the net weight thereof, being about 12 or 13 tons.

Page 415 of George Dallas Albert's 1882 book "**History of the county of Westmoreland, Pennsylvania**" quotes 1801 Uniontown records about coordinating construction of the chain bridge with Westmoreland County, and states: "*This bridge over Jacobs Creek, on the turnpike road*

⁷³⁸ The third edition of this book misconstrued the Tyrone Township line on the Howell map to be a trail, and as a result, mistakenly described "*two routes crossing Jacob's Creek near Mason's*".

⁷³⁹ In regard to Isaac Meason, page 488 of Ellis' "**History of Fayette County, Pennsylvania**" states: "*The latter first lived near the chain-bridge, in Tyrone township, removing to Mount Braddock at an early day.*" For a 2013 photo of Isaac Meason's stone mansion, which is located at Latitude 39.953433°, Longitude -79.652300°, see [Figure 0887](#).

between Connellsville and Mount Pleasant, was the first iron suspension bridge erected in the State of Pennsylvania.”

Identifying the location of the chain bridge

The November 10, 1902 issue of Philadelphia’s **“The Bulletin”** has an article titled *“A Chain Bridge a Hundred Years Ago in Western Pennsylvania”* that quotes the above 1802 article, and then states that *“The Jacob’s creek chain bridge was torn down several years ago and an iron truss bridge was erected in its stead.”* The April 10, 1904 issue of **“The Bulletin of the American Iron and Steel Association”** clarifies the date the chain bridge was torn down, stating: *“It...was in use until 1833, and in August of that year the Commissioners agreed to build a wooden bridge in place of the old suspension bridge,”*⁷⁴⁰ and thus ended the life of the first chain suspension bridge in the county, and it outlived as far as known all the bridges later built on the patent. At or near the site to-day is an iron truss bridge, built in 1863.” The location where the so-called “Old 119”⁷⁴¹ crosses Jacob’s Creek was known as Iron Bridge in 1902, as shown by [Figure 0577](#). The earliest contemporaneous reference to Iron Bridge that has been found is on page 243 of the 1878 book **“Annual Report of the Secretary of Internal Affairs”**.

The route of “Old 119” was much the same in 1872 as it is today ([Figure 0578](#)). The [Figure 0641](#) enlargement of the 1817 Melish-Whiteside map of Fayette County shows that the location of the “Chain bridge” is an excellent match to the location of “Iron Bridge” on [Figure 0577](#). [Figure 0737](#) is a November 2012 photo showing the approximate location of the chain bridge. The current bridge is located at Latitude 40.1126°, Longitude -79.553186°.

A mile below the chain bridge was on Meason property

Veech indicates that the Turkey Foot Road *“crossed Jacob’s creek about a mile below the old Chain Bridge”*. If Veech’s estimate is reasonably accurate, then the route may have crossed somewhere near the location where present-day State Route 1059 (Dexter Road/Overholt Drive) crosses the creek at Latitude 40.105403°, Longitude -79.569345° ([Figure 0738](#)).

[Figure 0769](#) shows that a location one mile below the chain bridge is a logical crossing location. Between there and the chain bridge, the land along the stream is swampy, as shown by the topographical map of [Figure 0688](#). This **swampiness** would have dictated the desirable crossing locations, and helps to substantiate Veech’s description of the location where the Turkey Foot Road crossed Jacobs Creek.

An article in the April 17, 1969 issue of the **“Evening Standard”** also concludes that the Turkey Foot Road crossed Jacobs Creek at Dexter. Additionally, the article indicates that the Turkey Foot Road crossed the Catawba Path between Woodale and Dexter, on Walnut Hill. According to a recent topographical map ([Figure 0996](#)), the populated place known as Walnut Hill is located where Valley

⁷⁴⁰ This is harmonious with page 250 of Ellis’ book, which notes that the Fayette County commissioners’ records indicate that the chain bridge was initially replaced by a wooden bridge: *“Aug. 6, 1833.—Commissioners agreed with George Marietta to build a new wooden bridge over Jacob’s Creek, in place of the old Finley chain suspension bridge, for \$267. The iron of the old bridge sold to Nathaniel Mitchel for \$90.”*

⁷⁴¹ Although properties along the route now bear an “Old 119” address, in 2014, Mr. Dietle encountered an older gentleman in Fayette County who said that the road was not known as Route 119 before modern Route 119 was constructed. The individual went on to say that his father would become irritated whenever people referred to the road as Old Route 119. The 1941 Pennsylvania Department of Highways *“General Highway Map”* of Fayette County identifies a different road as Route 119: The road from Pennsville to Everson. The 1984 *“General Highway Map”* identifies “Old 119” as Route 1027.

View Drive terminates on Kingview Road, at Latitude 40.093397°, Longitude -79.569114°. On a straight line, these Walnut Hill coordinates are about eight-tenths-mile due south of the Route 1059 bridge, and roughly 2.2 miles west of where Keefer Road comes out on Route 982. The 1817 Melish manuscript map shows a road crossing near the Route 1059 bridge that appears to pass through the Walnut Hill area, but it does not connect directly with the Wooddale area.

Figures [0677](#) and [0705](#) show that the boundary between the Isaac and Elizabeth Meason properties straddled the location where the Route 1059 bridge is located. Isaac Meason's property was surveyed for William Hollis (Book A-21, Page 288), and Elizabeth Meason's property (Book A-21, Page 289) was surveyed for "*Isaac Meason Esq^r in Right of Elisabeth Meason*". Both surveys were performed in 1785; neither mentions the Turkey Foot Road. South of Isaac Meason's tract, Thomas Meason's 1785 survey (Book A-21, Page 290 and Samuel Wells, Senior's January 17, 1786 survey (Book A-21, Page 291) do not mention the road.

[Figure 0678](#) shows the relative positions of the Hatfield, Cathcart, and Hollis/Meason properties. [Figure 0681](#) shows that after the Turkey Foot Road crossed Chestnut Ridge, one road turned northeast and went to Cathcart's Mill, and the other road went to Hatfield's mill and turned north, following Mounts Creek to Cathcart's mill. A modern road follows Mounts Creek in this general area: Pleasant Valley Road ([Route 962](#)). The older route between the two mill sites is Medsgar Road.

Between the Cathcart survey and the William Hollis survey, the intervening surveys have all been found. The 1785 Isaac Meason "*Glade*" survey (Book M, Page 263), and the adjacent 1785 Catherine Meason survey (Book M, Page 262) do not illustrate or show the route. The 1769 Samuel McCroskey survey (Book M, Page 233), the 1769 Ann Fitzgerald survey (Book M, Page 235), the 1769 William McMacken survey (Book A-21, Page 207), and the 1769 John Henderson survey (Book A-21, Page 302) also do not illustrate or mention the Turkey Foot Road. This is expected, since these four surveys were made before Morgan had the Turkey Foot Road cut in 1779. Any additional research in this area would require deed searches.

Braddock's ford across Jacob's Creek

The 1817 Melish-Whiteside maps of Fayette County ([Figure 0576](#)) and Westmoreland County ([Figure 0575](#)) show a road crossing Jacob's Creek at "*Tinsman's Mills*". Volume I of Boucher's 1906 book "**History of Westmoreland County, Pennsylvania**" describes the ford at Tinsman's Mills as being along Braddock's route, stating:

After the crossing at Connellsville the direct route was of course down the river and then down the Monongahela. But they left the river at Connellsville and came across the country to Jacob's Creek, in East Huntingdon township, Westmoreland county, crossing Jacob's Creek about a mile from Mount Pleasant, the ford being later designated as Tinsman's Mills. The route then crossed the present Mount Pleasant and West Newton turnpike, below Mount Pleasant, leaving that town...

According to the Westmoreland County Historical Society, Braddock Road probably crossed Jacobs Creek where Bridgeport's Hammondsville Road does ([Figure 0847](#)); (Latitude 40.128729°, Longitude -79.53368°). This is an excellent match to the Tinsman's Mills ford on the 1817 Melish-Whiteside map of Fayette County ([Figure 0576](#)), and is about 1.6 miles northeast from the location of the 1801 chain bridge (straight line distance).

Since Doctor Wellford describes traveling the antecedent to Route 31, and then turning right on the Turkey Foot Road (Chapter 13), it may be reasonable to assume that the Turkey Foot Road merged with Braddock Road north of, or at Route 31.

Wallace's book says that Eagle Street, which is south of Main Street (Route 31) in Mount Pleasant⁷⁴², is Braddock Road. North of Main Street, a short section of road is named "*Braddock Road*". This road comes out on Main Street at Latitude 40.153273°, Longitude -79.550733° ([Figure 0723](#)). [Figure 0740](#) shows a portion of Braddock Road immediately north of West Smithfield Street.

Sand Hill Road branches northward from that Braddock Road at Latitude 40.161074°, Longitude -79.548111°. According to the Westmoreland County Historical Society, Sand Hill Road is a route that is close to Braddock's original road. On the evening of July 2, 1755 Braddock camped at Jacob's cabin, which was located approximately at Latitude 40.184001°, Longitude -79.563861°. Wallace's book says that Braddock Road crossed Sewickley Creek at the little village of Hunker, and then ran through the Madison area.

A review of the **mysteries** near Jacobs Creek

[Figure 0688](#) is a 1905 topographical map that highlights the relative positions of Cathcart's mill, the chain bridge, Braddock's ford, the short section of Braddock's road north of route 31, and the location where Veech describes the Turkey Foot Road crossing Jacobs Creek.

The route leading from Cathcart's mill across Jacobs Creek is not known. As shown by [Figure 0688](#), the most direct route is a road that goes to Pritts town ([Figure 0939](#)), which is located at Latitude 40.098464°, Longitude -79.554853°. That route is known as Keefer Road and Pritts town Road today. Whether it has any correlation to the Turkey Foot Road is unknown. The 1872 map of Tyrone Township does not show a direct route between Pritts town and where Veech describes the Turkey Foot Road crossing Jacobs Creek. Neither does the 1858 Barker map of Fayette County. Nothing can be determined from 1939 aerial photos of the area, due in part to railroad activity.

The location where the Turkey Foot Road merged with Braddock's road is also not known. Neither the 1817 Melish-Whiteside map of Fayette County ([Figure 0681](#)) nor the 1905 topographical map ([Figure 0688](#)) provide any obvious clue as to where the routes may have joined in Westmoreland County. To understand the route of Braddock's road north of Jacobs Creek, see Lacock's study ([Figure 0476](#)).

An obvious question is this: **Why did the Turkey Foot Road cross over Braddock's road south of Jacobs Creek, only to join it somewhere north of Jacobs Creek?** The answer may lie in terrain. Braddock's forces had a difficult time dealing with swampy ground⁷⁴³ on the south side of Jacobs Creek. That particular section of Braddock's road was probably in such bad condition in 1779 that Providence Mounts detoured around it.

⁷⁴² According to an article in the August 23, 1876 issue of the "**Mount Pleasant Dawn**", the settlement date of the Mount Pleasant area was circa 1770. The article also indicates that Michael Smith built a tavern on what is now Main Street circa 1793, and the building was still standing in 1876, occupied by Mrs. M. A. Overholt. According to "**A Town That Grew at the Crossroad**", Mount Pleasant was incorporated on **February 7, 1828**.

⁷⁴³ Orme's journal states "*they could advance no further by reason of a great swamp which required much work to make it passable.*" This describes the Green Lick Run area.

Speculation regarding the Westmoreland County route

When Doctor Wellford traveled east on the Glade Road in 1794, he wrote that he “*took a right hand road called the ‘Turkey foot Road.’ This is about 5 miles from Cherry’s Mill*”. If the mileage statement is accurate, then the point where Wellford turned south would be very close to where modern Route 119 crosses Route 31 at Sherrick Run. A 1939 aerial photograph ([Figure 0997](#)) shows traces of an old northeasterly road from that point on Route 31 that connected with Sand Hill Road—and therefore with the route of Braddock’s road. The traces on the photograph may very well be the Turkey Foot Road, but more research is needed. This is a preliminary theory, and nothing more.

