

Cover Sheet

Overview

This is a chapter from the fourth edition of the e-book “**In Search of the Turkey Foot Road: Unraveling the mystery, charting new history, plotting the route**” (2014). To access other chapters, see the [online table of contents](#).

As described on pages 3 to 6 of [Addendum A](#), the fourth edition mistakenly claims that a dashed line route on the 1755 Fry and Jefferson map is an antecedent to the Turkey Foot Road. Shortly after publication, I realized that the dashed lines actually represent Christopher Gist’s second Ohio Company Tour. If that or another known mistake affects this or another chapter of the book, the relevant text will be highlighted in yellow, and the mistake will be briefly described in a comment that is accessible via a clickable comment icon.

In this and other chapters of the book, any supplemental information will be provided via clickable comment icons, inserted yellow sheets, or other readily identifiable means.

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37. A roundabout route on the 1755 Evans map

A route between Fort Cumberland and Fort Bedford

The June 23, 1755 Evans map ([Figure 0003](#)) has two schematically drawn roads on the west side of Wills Creek that head into Pennsylvania from Fort Cumberland. One is Braddock's road. The other went northwest to a tributary of the Casselman River in what is now Somerset County, Pennsylvania, and then turned northeast to Raystown.⁷⁵⁹ The tributary appears to be Buffalo Creek or Blue Lick Creek, which puts the turn somewhere in the general vicinity of Berlin. The road from the Berlin area approaches Raystown from the south. This roundabout route is also shown on T. Kitchin's 1761 *"New Map of Virginia"*, which is obviously based on the Evans map.

The route between the Berlin area and Raystown appears to be Burd's road. This route, or portions of it, may therefore be an early part of the Turkey Foot Road to Uniontown that Ellis describes. A southern portion of the route appears to be the Turkey Foot Path running generally northward from Fort Cumberland.

1776 maps bring the 1755 route into better focus

Two 1776 maps show substantially the same route heading northwest out of Fort Cumberland and turning to Raystown. One is Pownall's map ([Figure 0640](#)), which is self-described as an improvement of the Evans map. The other is the Sayer and Bennett map of the middle British colonies ([Figure 0639](#)); it is self-described as *"Corrected from Governor Pownall's Late Map 1776"*.

One addition on these maps is a road to the Casselman River that passes through a "gap" northwest of Fort Cumberland. As described in Chapter 8, at least part of this road is interpreted as being the Turkey Foot Path that Gist's November 4, 1751 journal entry implies, **and the 1755 Fry and Jefferson map illustrates**. The road to the Berlin area branches from the road to the Casselman River.

Pownall's map also differs from Evans' map by having the road from Berlin join a more direct road from Fort Cumberland before reaching Raystown.

Geography proves the road turns in the Berlin region

By turning to geography, it is possible to say with a high degree of confidence that the route to the northwest does indeed turn eastward toward Raystown somewhere in the general vicinity of Berlin. The key to understanding is the watercourse the road crosses after the eastward turn. That watercourse is the Raystown Branch of the Juniata River. The source of this watercourse is distinctive, with opposed branches joining from the north and south. The northern source is Breastwork Run,⁷⁶⁰ and the southern source is the beginning of the Raystown Branch of the Juniata River. The mapped route crosses the southern source, just as the present-day White Horse Road

⁷⁵⁹ Raystown is illustrated as being on the north side of the Raystown Branch of the Juniata River, whereas only a small portion of present-day Bedford is on the north side.

⁷⁶⁰ Breastwork Run is named for a breastworks fortification that was constructed near the source of the run in 1758 by the forces of General Forbes. The breastworks is identified as *"Millers Breast Works"* on the 1830 Melish map ([Figure 0784](#)), which also illustrates *"Breast Work Run"*.

(State Route 2023) from Berlin does. Based on this, the route eastward from the Berlin area to the beginning of the Raystown branch on the Evans map may be somewhat analogous to the present-day White Horse Road. Eastward of Manns Choice, an early version of the route is believed to have passed through the northern end of Milligan's Cove before crossing over the Kinton's Knob portion of Wills Mountain, as described below.

"Mr. Armstrong's rough draft of the country to the west of Susquehanna" ([Figure 0787](#)) shows the same road crossing the southern source of the Raystown Branch of the Juniata River. Armstrong labels this road the *"New Road"*, and illustrates it as going as far as *"A Branch of Yohiogeni R."* From there, a projected route goes to *"Three Forks"* and on to *"F. du Quesne"*. Because Armstrong was one of the commissioners for Burd's road, the *"New Road"* is interpreted as being the 1755 road Burd's men were cutting, but abandoned when news of Braddock's defeat reached them. Like the Evans map, Armstrong's map illustrates Raystown as being on the north side of the Raystown Branch.

Coleman's 1941 book **"The Old Glade Road"** describes Frederick I. Eshimer's August 10, 1765 Cumberland County warrant as referencing the 56-mile tree of Burd's Road. Coleman interprets the warrant and related survey as meaning that Burd's road ran through the general vicinity of New Buena Vista (Latitude 40.009226°, Longitude -78.697708°). This is an excellent match to the route shown on the 1755 Evans map. The survey could not be located; however, Coleman indicates that it depicts Burd's road.

Coleman also mentions that an 1804 report of road viewers, identified by Somerset Attorney James B. Landis, illustrates Burd's road as being two and one-third miles northeast of Gasper Statler's⁷⁶¹ on the Glade Road. According to Coleman, Statler's tavern was at the place once known as West End (Latitude 39.951398°, Longitude -78.748884°). This puts Burd's road where Evans' 1755 map illustrates the roundabout route crossing over the Raystown Branch. Taken together, the two documents identified by Coleman are reasonable evidence that Evans' map illustrates at least a portion of Burd's road. Because a section of the road on the Evans map and *"Armstrong's rough draft"* is located on the north side of the Raystown Branch, and the Glades Road stays on the south side, that section clearly cannot be considered to be the direct antecedent to the Glades Road. Comparing the two maps, the waterways and the section of the route on *"Armstrong's rough draft"* that are above and near the words *"New Road"* are virtually identical to the depiction on the Evans map.

The river curves around Kinton Knob

West of Bedford near Manns Choice, the Raystown branch of the Juniata River curves around Kinton Knob ([Figure 0805](#), [Figure 0832](#)), which is the northern end of Wills Mountain. The Evans map ([Figure 0003](#)) faithfully illustrates this distinctive curve in the river. Bedford is located immediately east of Kinton Knob. Curiously, the Evans map locates Raystown west of Kinton Knob. This is confusing, because Raystown has been passed down in history as the antecedent to Bedford.

⁷⁶¹ The Juniata Township chapter of the 1884 book **"History of Bedford, Somerset and Fulton Counties..."** states: *"The first settlers of the township were the Statler and Metzger families. Caspar Statler located at West End as early as 1790. He kept one of the first taverns along the pike. He also started a small store very early. The Statlers were among the earliest settlers of Somerset county. Caspar Statler was a genial, friendly, free-hearted man. He acquired such property as was esteemed a vast fortune in the days when nearly all the settlers were poor; but he always exhibited generous traits, and frequently lent substantial aid to the needy and unfortunate. ... He is well remembered by the older people, who bear cheerful testimony to his worth."*

How early did Raystown exist?

Some secondary sources indicate that Raystown, an early trading post antecedent to Bedford, existed by 1750, or even earlier. In an October 10, 1766 petition, Garrett Pendergrass reports that he was at the site of Fort Bedford by 1752, stating:

Your petitioner in 1752 settled on the very tract of land on which the aforesaid town of Bedford is now, by virtue of your Honor's warrant laid out. That your petitioner at his own proper cost and expense, did erect and build on the premises a good and substantial round-log house of 24 feet square, well shingled, and had cleared 40 or 50 acres of land, when in 1755 he was obliged to fly before the Indian enemy, who laid waste all that country, burnt your petitioner's house and destroyed all his improvements. That the king's generals made the Fort Bedford on your petitioner's improvements, and an enclosure for pasturing horses and cattle.

Pendergrass's claim is supported by a plan of the fort that was copied from the original at the British Museum, and then reproduced in the April 1843 issue of the "**American Pioneer**" ([Figure 0812](#)). The plan includes the name "*Penterarese*" near two buildings located just outside the ramparts. Pendergrass's claim is also supported by an Indian deed to Pendergrass which states:

*Know all Men by these presents, that Whereas a certain Garret Pendergrass, sen., of Bedford Settlement, in the Province of Pennsylvania, and County of Cumberland, was settled some number of years past by leave of the Chiefs or Deputy's of the Six Nations of Indians, on a tract of Land where Bedford is now situate, while the said Land was yet the property of us and our said Chiefs and Deputies, said Pendergrass being dispossessed of said land In time of the War between the French and English, and before the Said Pendergrass Could saifly return to live on Said Land it was Entered upon by people who have from time to time and yet Continues to keep said Pendergrass from the Engoyment of said Tract of Land. ...*⁷⁶²

Raystown is also illustrated on the circa 1753 map attributed to John Patten ([Figure 0585](#)). The earliest provable date for the name Raystown may be March 2, 1754, when Patten and Montour mentioned the place to the Governor of Pennsylvania. A July 10, 1758 letter from Forbes to Pitt sheds some light on the naming of Raystown, stating: "*The place having its name from one Rae,*⁷⁶³ *who designed to have made a plantation there several years ago.*"

Evidence of Raystown being the site of Bedford

Joseph Shippen wrote a letter dated "*Camp at Rays Town 16 Augt 1758*" which states: "*We have a good stockade fort built here with several convenient & large Store Houses. Our Camps are all secured with a good Breastwork & a small Ditch on the outside.*" This seems to support Fort Bedford being located at Raystown. The fort was built sometime between May 20, 1758 and August 13, 1758, and had been named by December 20, 1758.⁷⁶⁴

⁷⁶² The complete text is included on page 58 of the 1884 book "**History of Bedford, Somerset and Fulton Counties...**".

⁷⁶³ An article by J. H. P. Adams in the March 29, 1907 "**Bedford Gazette**", paraphrased in Schell's 1907 book "**The Annals of Bedford County, Pennsylvania**", provides a tradition that Robert Ray was the founder of Raystown. For an analysis of this tradition, see the fourth edition of Richard Day's book "**A Perrin history...**". In his 1911 book "**The Wilderness Trail**", Hanna speculates that Ray's Town may have been named after John Wray, an interpreter who was active in 1732.

⁷⁶⁴ The construction of a fort at Rays Town was still being contemplated in May of 1758. Bouquet's May 20, 1758 letter to Forbes has an outline of the numbered construction stages of the route from Lancaster to Rays Town. Stage four is listed as "*4 18 miles 1/2 way to Rays Town, where I shall have a stockade Erect'd*", and stage five is listed as "*5 17 miles at Rays Town where we shall Build a Fort.*" John Stanwix wrote a letter to Governor Denny that helps to date Fort Bedford,

William Marshall deserted from Fort Cumberland in January 1755, after hearing of a path from Fort Cumberland to Pennsylvania via Raystown.⁷⁶⁵ Marshall's November 29, 1756 statement to the Council of Maryland indicates that Pendergrass lived at Raystown in 1754:

One Hancock who lived with Gerrard Pendegrass of Ray's town came frequently among us and I apprehended he was well acquainted with all that part of the country, I entred (sic) into Conversation with him on that Subject, and from him learn't that there was a path from Fort Cumberland thro Ray's Town to pensilvania behind any of the Maryland Settlements, being thus advised I deserted in the Month of January...

Pendergrass's petition and the plat of Fort Bedford ([Figure 0812](#)) indicate that Pendergrass lived at the site of Fort Bedford. When this is considered in conjunction with Marshall's statement, it supports the conventional wisdom that Bedford is located at the site of Raystown.⁷⁶⁶ On June 17, 1772, Garret Pendergrass, Senior transferred approximately 300 acres to Garret Pendergrass, Junior that was described as being *"the same land on which the Town called Bedford now stands..."* The February 24, 1772 *"Memorial of John Ormsby of the Town of Bedford"* regarding his 1764 purchase of William Fredregill's property mentions *"Raystown now called Bedford"*. In a December 27, 1754 letter to Governor Morris of Pennsylvania, Governor Sharpe of Maryland identifies Pendergrass as an Indian trader, stating: *"One Gerrard Pendigrass an Indian Trader on Juniata has been represented to me as a person well acquainted with the Back Country, if you will order him to be enquired out & endeavour to learn what Character he bears & if he is willing to attend the Troops as a Guide on Occasion You will much oblige &c."* In a January 7, 1755 reply, Morris describes Garrett Pendergrass as follows: *"He keeps a public house at Raystown, is a little addicted to drink but knows the woods extremely well and might serve in the capacity of a guide."*

When combined with the above information placing Pendergrass at the site of Fort Bedford, this 1755 letter is proof-positive that Raystown was the site of Fort Bedford.

The packer's path over Wills Mountain at Kinton's Knob

As explained above, Evans' 1755 map ([Figure 0003](#)) shows the route from the Berlin area approaching Raystown from the south, and Pownall's 1776 map ([Figure 0640](#)) shows the route as merging with a road from Cumberland to Raystown that approaches Raystown from the south. Because both of these maps show the route approaching Raystown from the south, they imply that

being dated *"Camp at Fort Bedford, the 13th August, 1759."* These two documents show that Fort Bedford was not yet built on May 20, 1758, and had been built and named by August 13, 1758. Robert Proud's 1798 book **"The History of Pennsylvania"**, quotes the December 28, 1758 entry in the second journal of Christian Frederick Post as follows: *"The general sent Mr. Hays express, to fort Bedford (Rays Town) and commanded him to see if the place for encampment, under the Allegheny mountain was prepared; as also to take care that refreshments should be at hand, at his coming."* The 1916 **"Report of the Commission to locate the site of the frontier forts of Pennsylvania"** omits *"(Rays Town)"* when quoting Post's journal entry, suggesting that Robert Proud added the parenthetical information. In regard to Fort Bedford, the 1916 book states: *"This fort was located on the Raystown branch of the Juniata river, at or near the town called Raystown, now Bedford..."*

⁷⁶⁵ Marshall got lost and nearly frozen enroute to Raystown in severe weather, and ended up being rescued by the Indian *"Kirling Pauley"*, who kept Marshall in servitude until he managed to escape. John Harris' 1754 account of the route to Logstown ([Figure 0515](#)) puts Kickeney Paulin's house along the route, six miles past Stony Creek. Wallace's 1965 book puts Kickenapaulin's Old Town on Quemahoning Creek at the site of the Quemahoning dam, which is generally north of where Wallace illustrates the Raystown path crossing Stony Creek near Stoystown. It is not clear where Marshall encountered Kickenapaulin, because he makes no mention of a house.

⁷⁶⁶ Although the copy of a circa 1755 map represented by [Figure 0012](#) shows Pendergrass living about one and three-quarters miles east of Raystown, that copy has markings for the locations of Pendergrass's residence and Raystown that are absent from the earlier copy it was made from.

the route crossed Wills Mountain before reaching Raystown, if Raystown was east of Kinton Knob at the site of Bedford. Regardless of where Raystown was located, the Evans map illustrates the route as passing over Kinton Knob.⁷⁶⁷ William M. Hall's 1890 book "**Reminiscences and Sketches, Historical and Biographical**" describes such a route between Milligan's Cove⁷⁶⁸ and Bedford:

Over the north end of Kinton's Knob there passes a well worn path. It is used occasionally by travelers on foot and on horse back from Milliken's Cove to Bedford... This path has a history. One wonders at the existence of a way so well worn, with the tread of many an ancient hoof, over a rugged mountain where the travel is now so infrequent, and where a comparatively level and smooth route can be found around the base of the knob. For its origin we must look quite far back into the times of the early settlement of the country. ... It is the remaining section of the old "Packer's Path."

Milligan's Cove lies between the western flank of Wills Mountain and the eastern flank of Buffalo Mountain. The northern end of the cove begins just eastward of Manns Choice, and is accessed through a water gap between Buffalo Mountain and a corresponding spur of Wills Mountain. This water gap and the extreme northern tip of Buffalo Mountain are shown just east of Manns Choice on [Figure 0805](#). Hall's book goes on to state:

The avaunt couriers of the line of advancing settlements more than a century ago were men who subsisted for the most part by hunting. They depended for salt, iron, steel, lead, powder and whiskey upon the older settlements. Winchester, Va., Hagerstown, Md., and Carlisle and Chambersburg, Penna., were thriving villages, carrying on considerable trade with the frontier, receiving peltry in return for the goods and wares sent out. As the border extended, Fort Bedford and Fort Cumberland became advanced trading forts. There was no money. Peltry and furs were the only resources of the early settlers for making payments for the purchases of their very few necessities. ...

*The object in taking the path over the high ground of Kinton's Knob was probably two-fold. Mainly, doubtless, it was because the little canoe-shaped valley of Milliken's Cove was good grazing land and its rim of mountains operated as sort of enclosure to keep the horses from wandering far. A second object, probably, may have been the extensive view, exhibiting to the vision of the traveler the rising smoke from any camp of hostile savages; for these early travelings were full of peril in times when the savages were on the war path making incursions upon the borders. ...*⁷⁶⁹

The book goes on to describe **Thomas Kinton's early (1737) trading activities** at a place along the Allegheny River, and then states:

The Indian trader, Thomas Kinton, afterwards settled near Bedford and gave the name to the knob of Will's Mountain over which the Packer's Path crosses.

⁷⁶⁷ This statement is based on the location of the road relative to the distinctive curve in the Raystown Branch of the Juniata River.

⁷⁶⁸ The 1884 book "**History of Bedford, Somerset and Fulton Counties...**" states: "*Probably the first settler of Milligan's cove was the man after whom the valley was named, John Milligan. Little is known concerning him. Tradition hath it that he was a hunter, who made his home in the lonely wilderness from a desire for adventure. His land became the property of Elias Miller.*"

⁷⁶⁹ An earlier version of this story is published in the April 15, 1882 morning edition of the Philadelphia "**Times**".

The book also describes Kinton's military command of packhorse services west of Raystown in the 1758 to 1764 time period. In other chapters, the book distinguishes between a Bedford area Indian path (presumably the Raystown Path) and the packer's path, and describes the robber David Lewis evading capture on the packer's path after escaping from the Bedford jail in 1819.

Emma Replogle's 1911 book "**Indian Eve and her descendants**" mentions the packer's path in a description of Eve Dibert ([Figure 0813](#)), as follows: "*While she was Mrs. Thomas Wertz⁷⁷⁰ and living in the north end of Milligan's Cove she rode horse back over the old 'packers path' by 'Kinton's Knob' and carried her real 'golden-edged' butter and eggs to Bedford scores of times.*" The book indicates that Eve died in 1875 at an age of 83.

In the descriptive portion of a circa 1770s manuscript map ([Figure 0975](#)), Harmond Husband proposes a new road that would go "*Round the end of Wills Mountain without Crossing the Stream*". This proposal of a route *around* Kinton's Knob indirectly helps to confirm the one time existence of a path over Kinton's Knob.

A candidate Somerset County route

The Evans map shows the route turning in the vicinity of Berlin, and connecting with Fort Cumberland. The W.P.A map of warrant surveys of Larimer Township ([Figure 0297](#)) shows a road called "*Buzzard's old road*" crossing the 400- and 394-acre tracts co-owned by John Rhoads and John Wells in a northwesterly direction. Buzzard's 1787 survey (Book C-13, Page 69, on a 1784 warrant) was located just north of Arnold's settlement, but does not show a road. The adjacent 1794 survey of Alexander Adams (Book C-196, Page 234, [Figure 0811](#)) describes the route as "*Buzzards old path*".

A July 5, 1810 deed, recorded January 10, 1811, transfers Rhoads' part ownership of the 400-acre tract to Wells, and describes the tract as being located on "***Burds old road***" ([Figure 0979](#)). This road reference is initially perplexing, because no early Burd families have been identified in the area. Although James Burd was a well-known road builder during the French and Indian War, recorded history fails to mention that he built a road though this part of Somerset County.

As described in Chapter 36, Burd and others received a February 18, 1755 commission "...to cause a Road and Communication to be opened from the present Roads and settled Parts of this Province to a Branch of Monongahila called Yohiogain, and to the Camp at the mouth of Wills' Creek..." A circa 1755 British map ([Figure 0438](#)), which may have been made by James Burd, does have a schematic representation of a route (whether actual or projected) heading south to Braddock's road (labeled the Virginia road) from "*a branch of the South Branch of Yohiogain*". As detailed in Chapter 36, the instructions to cut the road to Wills Creek were canceled on June 2, 1755. The July 5, 1810 deed that mentions "*Burds old road*" is reasonable proof that Burd actually cut the requested road to Wills Creek. Burd's commission instructed him to provide Lieutenant Governor Morris "*with fair Draughts of the Courses and Distances*" of the two roads he was ordered to cut. In an April 29, 1755 letter to Morris, Burd reported that he had forwarded draughts of the roads to "*Yohiogain and the camp at Will's Creek*", and Armstrong reported the same thing in a letter to Richard Peters on May 3, 1755. The Evans map was not published in Philadelphia until June 23, 1755. This means there was ample time for the information about Burd's road to Wills Creek to be

⁷⁷⁰ A Wertz was already living at the mouth of Buffalo Run circa 1797, as shown by the Sotzman map ([Figure 0013](#)).

extracted from his correspondence, and incorporated on the Evans map. The 1793 Adams survey suggests that Burd's road to Wills Creek may have also been known as "*Buzzards old path*".

A closer look at the 1810 deed

The 1810 deed from Rhoads to Wells states:

...the Commonwealth aforesaid by their Warrant issued the fifteenth Day of August Seventeen hundred and ninety three did grant to be surveyed unto John Rhoads (party hereto) and John Wells (Son of Richard) the Quantity of Four hundred Acres of Land "On the Waters of Juniata on Burds old Road at the Laurel Lick and down said Creek including Mandeles Sugar Camp and adjoining their other land in Bedford Township in the then County of Bedford but now Somerset County...

While the 400-acre tract in Larimer Township is not located on the waters of the Juniata, the survey (Book C-172, Page 281, [Figure 0495](#)) states that the property is "*Situate at the Laurel lick & downward Said Creek in Now Southampton Township, Somerset County (late Bedford-& Surveyed the 10th day of September 1795...in pursuance of a Warrant Granted unto John Rhoads & John Wells, Son of Rch^d-dated the 15th day of August 1793.*" Laurel Lick is now known as Laurel Run. The survey for the 395-acre tract (Book C-189, Page 9, [Figure 0496](#)) also illustrates that property as being on present-day Laurel Run, and states: "*Situate above the Laurel Lick in now Southampton Township, Somerset County formerly Bedford) & Surveyed 11th Sept^r 1795...*"

The Laurel Lick reference ties the 400-acre 1810 deed to the 400-acre 1795 survey, proving that the reference to the waters of the Juniata is a mistake. John Wells sold the 400 acres to John Albright on July 26, 1810 (recorded January 10, 1811).⁷⁷¹ According to Somerset County Deed Book 17, Page 488, John Albright still had property in this area in 1835. [Figure 0498](#) shows that an Albright was still living on at least part of the 400-acre tract in 1870, providing additional support that the 1810 deed relates to the 1795 survey.

A review of all this information together reveals that the road to the northwest on Evans' map may follow Buzzard's old road and part of the Hays Mill path (Chapter 19) to the general vicinity of Berlin. The route on the Evans map cannot, however, include the Pleasant Union portion of "*the road leading from Hays Mill to Fort Cumberland*" that is shown by the 1794 George Wyman survey and described in Chapter 19. That Pleasant Union route follows the east side of Jennings Run in Pennsylvania, while the route on the Evans map is clearly on the west side. This makes Buzzard's old path (Figures [0297](#), [0810](#)) a more likely candidate in the region south of the 400-acre tract, if it connected with Fort Cumberland. Peter Shekely's 1785 survey (Book C-204, Page 149, [Figure 0477](#)) proves that it did, stating that Shekely's property was located on "*both sides of the Old Path leading from the Glades to fort Cumberland*". Presumably, it merged with the nearby Turkey Foot Road at some point in the Arnold's settlement area, in order to connect with Fort Cumberland.

⁷⁷¹ John and Mary Wells' July 26, 1810 indenture to John Albright, recorded January 10, 1811.

Another local mystery may be related to the road

The 1884 book **“History of Bedford, Somerset and Fulton Counties, Pennsylvania”** gives a garbled⁷⁷² account of a Larimer Township fort, stating, *“Along Wills Creek led one of the earliest routes of travel. It was over this road that Braddock’s army passed on its memorable expedition in 1755. The remains of a rude fortification or breastworks are still to be seen at a point on Wills Creek near the center of Larimer. This defense is supposed to have been constructed by Braddock’s forces.”* Braddock’s famous route was nowhere near Larimer Township, but Burd’s side road was indeed cut to support Braddock’s attack. Therefore, there may be a kernel of truth in the 1884 statement: The breastworks might have been a redoubt along Burd’s road to Fort Cumberland.

A different account is given in a WVSC document on the history of Wittenburg that was prepared for Mrs. Marling Shockey. In regard to Wittenburg, this document states *“It is located on the Plank Road, earlier known as the Cumberland and Alleghany Trail, originally an Indian trail. A Breastworks Fort located near Wittenburg on the pioneer trail...according to early county history. Senior citizens now residing in the area identify the location of the fort as some few hundred-feet distant from White Oak churches.”*

The 1794 survey of Samuel Dunlap (Book C-64, Page 4) proves that *“the path leading from Simon Hays Mill to Fort Cumberland”* was also located a few hundred feet from the White Oak churches, which are located near the headwaters of Wills Creek. The fortification tradition suggests that the Hays Mill path may have followed part of Burd’s old road southward to the 400-acre tract that Rhoads and Wells warranted in 1795. From there, Buzzard’s path may have followed Burd’s old road to the Turkey Foot Path.

The road probably facilitated settlement of the Berlin area

There are rumors of an early settlement in the Berlin area of Brothersvalley. If the rumors are true, the settlement may have been facilitated by the road on the 1755 Evans map. In the November 1962 issue of the **“Laurel Messenger”**, the caption to a photo provided by Reverend H. Austin Cooper includes the statement *“...Peter Lehman, born in Brothersvalley April 24, 1757, the first birth of record here.”* Cooper’s 1962 book **“Two Centuries of Brothersvalley Church of the Brethren”** quotes a cloister record that states: *“Peter Lehman, born in the Glades, May 24, 1757”*—providing a slightly different date than the **“Laurel Messenger”** article.

Cooper’s book is primarily about the Brethren, and not all of his information on local history is accurate. His book claims that in 1758 some of Bouquet’s scouts came through what is now Somerset County and met Germans who already called the area Bruedersthal (Brothersvalley). Cooper’s source has not been identified, but Bouquet’s scouts may indeed have been in the area, following Burd’s road. According to Hulbert’s 1903 book **“The Old Glade (Forbes’s) road”**, Forbes wrote the following to Bouquet on May 20, 1758: *“By all means have the road reconnoitered from Rays town to the Yohageny.”*⁷⁷³

⁷⁷² The author may have added his own incomplete “knowledge” of Braddock’s campaign to a local tradition that connected the breastworks fort to activities supporting Braddock’s campaign, getting a bit mixed up by the many references to Wills Creek in literature about the French and Indian War. He seems to have read about Braddock being at Wills Creek (Fort Cumberland) and assumed this was a reference to Wills Creek in Larimer Township.

⁷⁷³ Bouquet eventually authorized more than scouting. A July 3, 1758 letter from Maryland Governor Sharpe to Virginia Governor Fauquier states: *“Col^o Bouquet with Six Companies of your Troops & some of the Pens^a Forces was opening a New Road from F. Lyttleton to Ray’s Town & thence to the Forks of the Yogyogany which was likely to prove a very laborious & difficult Task.”* A July 10, 1758 letter from Sharpe to Calvert states: *“Colo. Bouquet having intimated to us*

Sherman Day's 1843 "**Historical collections of the State of Pennsylvania**" refers to the region around Berlin as "*One of the oldest places in the co., settled originally by Germans, many of whom were Dunkards.*" The "**Report of the Superintendent of Public Instruction of the Commonwealth of Pennsylvania for the Year Ending June 1, 1877**" states: "*The second settlement was made at Berlin, which, from all the information that can be obtained, must have been as early as 1750.*" Kurtz's 1914 book "**Nineteen centuries of the Christian Church**" states: "*About the middle of the century some Brethren crossed the Alleghanies to Brothers Valley... From here they went to Stony Creek ... where the church was organized soon after 1762.*" Brumbaugh's 1899 book "**A History of the German Baptist Brethren in Europe and America**" states: "*The first movement of Brethren across the Allegheny Mountains in Pennsylvania was to Bruederthal, Brother's Valley, in what is now Somerset County, Pennsylvania. About 1762 this congregation began under George Adam Martin.*"

These various claims of early settlement have little value without supporting documentary evidence. Only one of these secondary sources mentions such evidence (a birth record), which has not been independently confirmed. Obviously, the claims of the purported existence of an early settlement in Brothersvalley are murky at best. Even if there was an early settlement in the Berlin area, it seems exceedingly unlikely that it existed in the 1754 to 1758 time frame, because of the widespread depredations of French-allied Indians, which included depredations in the environs of Fort Cumberland. Logic therefore suggests that the Berlin area was settled sometime after the French and Indian War. Logic also suggests that the road on the 1755 Evans map would have facilitated the settlement of the Berlin area, whenever it ultimately did occur.

Other early maps also show a route between Bedford and Berlin

A route from Bedford to Berlin is illustrated on the 1791 map of Pennsylvania by Adlum and Wallis ([Figure 0798](#)) and the 1796 Reid map of Pennsylvania ([Figure 0298](#)). The same route is shown on Thaddeus Mason Harris' 1805 map ([Figure 0692](#)) as continuing on to Uniontown (Berlin and Somerset are transposed). As such, the route through Berlin may be a possible candidate to be the Turkey Foot Road Ellis describes as being an extension of Burd's road to Uniontown. Another equally good candidate is the route that "*seems to strike a little to the east of where Somerset now is*" (Husbands) on the 1792 Reading Howell map ([Figure 0001](#)).

Conclusion

The 1755 route from Raystown to the Berlin area on the Evans map is Burd's aborted road to Turkeyfoot, and appears to be the precursor of a route that ran from Raystown to Uniontown via Berlin and Turkeyfoot. For example, the route from Cumberland to Bedford via Berlin in Darby's 1828 "**View of the United States...**" ([Figure 0828](#)) looks very similar to the way the route is illustrated on the 1755 Evans map ([Figure 0003](#)).

The 1755 route from the Berlin area to Fort Cumberland, combined with the 1810 deed, **indicate** that Burd completed the assigned road to Wills Creek. **The now-proven existence of this road is** a new chapter in Somerset County history.

while we staid a few Hours at Conegochiegh that he was afraid he should find it a very tedious & laborious Task to make the Road which the General had ordered him to open for the Army to march from Fort Lyttleton to the Forks of the Yogyogany by the way of Rays Town, by reason that the Road would pass over some very steep craggy Rocks..."

