

The Old Northwestern Turnpike
The Hampshire Review, January 20, 1937, page 2
by Leonora W. Wood

Of the thousands of tourists who travel yearly through the beautiful hills and valleys of West Virginia, over the broad, smooth highway known as the United States Route 50. Many will stop to enjoy the entrancing scenery but few will know or, knowing, stop to realize that they are traveling a route that is centuries old, every foot of which is paved with history, romance and tragedy.

The Northwestern Turnpike, (U. S. Route 50), was the answer of the Virginia Assembly to the insistent demands of the early colonist for a road connecting Virginia with the West. The road was probably suggested by George Washington, who from the time he came into the region west of the Blue Ridge, as a boy of sixteen, to survey the lands of Lord Fairfax, began trying to interest those in authority in the construction of a trade route to the West. But motorists over Route 50 will be interested in knowing that they are following the trails marked out by the buffalo, (those first establishers of gradients of the American wilderness, whom modern engineers have learned to admire), the trail followed by the Indians in their wanderings from East to West, the trail followed by the pack-horse caravans of the famous Indian trader McCullough, and the trail followed by Washington as he made his first journey from the Shenandoah to the South Branch Valley, and, on at least four journeys, to the western lands of Ohio.

General Daniel Morgan and other prominent gentlemen of Virginia who were interested in trade connections with the West had formulated a plan for an all Virginia Road from Winchester to the Western Waters as early as 1748. Washington returning from a visit to his Western land, September, 1784, writes "I conversed a great deal with Genl. Morgan on the road from Winchester to the Western Waters. He seemed to have no doubt but the counties at Freder[ic]k, Berkeley and Hampshire would contribute freely toward the extension of the Navigation of Potomac, as well as toward opening a road from East to West."

But many of those who are leading in this early attempt to establish a trade route between the East and West had long since taken up their abode in the "Celestial City" when the "Improvement Party" finally grew strong enough to defeat the "Economist" and secure the adoption of their plan by the Virginia Assembly. The road was actually begun forty-three years after the first applications for a charter was made.

Building the Road

The Northwestern Road Company, whose purpose was to construct this highway from Winchester, Virginia to Parkersburg on the Ohio was incorporated by the Virginia Assembly February, 27, 1827.

The exact route had not been mapped out, but it was to extend through the present counties of Hampshire, Mineral, Grant, Garrett (Maryland), Preston, Taylor, Harrison, Doddridge, Ritchie and Wood. The act provided for a "Turnpike of minimum width of twelve feet, by the most practical route from Winchester, Virginia, to some point on the Ohio river, to be situated by the principal engineer." Money to build this "improved truck line" was to be raised by subscription in Winchester, Romney, Moorefield, Beverly, Kingwood, Prunytown, Clarksburg and Petersburg, Virginia. The right was also granted to erect bridges, regulate ferries and establish toll gates on each twenty miles of road. The shares sold for \$20.00 each, the capital set at \$75,000, and the stockholders were to be reimbursed by fees collected at toll gates and ferries.

Claudius Crozet

Colonel Claudius Crozet, French officer and engineer under Napoleon Bonaparte, who built the historic road across the Alps, over which Napoleon had led his forces into Italy, had come to America in 1816. For seven years he had served as instructor of Engineering at West Point. But since his first year in America he had been interested in Virginia, realizing that her natural resources and location afforded unlimited advantages, and that good roads connecting her with the west and southwest would open up a great exchange of trade that would make her a powerful agricultural and industrial center. Colonel Crozet was therefore, greatly pleased when chosen as Principal Engineer by the people of Virginia and immediately set to work on the "Valley Turnpike."

Crozet himself made the original survey of the road. His experience as a road builder through the heights of Switzerland had taught him that roads over mountains should be built on the most moderate grade possible, even if the route was longer. And when the survey was made it found that the most moderate and easy grade through Hampshire county was by Capon Bridge, Hanging Rock, Pleasant Dale and Augusta to Romney, where it crossed the South Branch and into Mineral, thence westward across Patterson's Creek via Burlington through Ridgesville on the divide to New Creek, which it crosses at Rees' tannery. Thence southwest up the Allegheny Mountain crossing the North Branch of the Potomac southwest at the present town of Germania, and entering the southwest corner of Maryland through which it runs for eight and three-fourths miles, crossing at the Alleghenies and emerging into Preston county, east of the German settlement now known as Aurora. Thence across the beautiful Cheat Valley south of Rowlesburg, via Fellowsville, Evansville, Thornton, Grafton, Prunytown and Bridgesport to Clarksburg, thence over the summit via the head of "Ten Mile" Creek to Salem, then crossing Middle Island Creek at West Union and via Toll Gate at West Union and via Toll Gate, Pennsboro, Ellenboro to the head of Goose Creek and Murphytown to Parkersburg. The greater part of the route passed through an unbroken wilderness. Here and there along the way were scattered towns and settlements, but for the most part the road builders traversed unbroken forests.

Crozet encountered many difficulties. Reading his journals, it is hard to decide which furnished the greatest obstacle: the bickering of the people in the vicinities that were clamoring for the road to pass through their towns, or the weather. But, when the road reached Kingwood; the work was stopped. Interest in the project seemed to lag, and the winter storms were relentless. Crozet at first offered no explanation for the delay, but his critics were loud in their complaint and at last the Legislature demanded an explanation. To this Crozet replied: "if the gabled end of Hell were blown out and scattered its fire and brimstone all over the Allegheny Mountains it would require weeks in which to melt the snow covering the ranges." And to the future credit of the Legislature, Crozet, was henceforth allowed to use his discretion as to when to proceed.

In 1830 work on the road again came to a standstill because of insufficient funds. But in 1831, the Virginia Assembly passed an ordinance to complete the construction of the road. The Governor of Virginia and other high state officials were named as officers of a Corporation to be known as "President and Directors of the Northwestern Turnpike Road." The Governor was named President of the Corporation and authorized to borrow \$125,000 on the credit of the State to complete the project. No longer dependent on stock subscription for funds, Crozet and his construction crew pushed through the wilds of Preston County and in a remarkably short time reached Parkersburg on the Ohio River.

The finished Turnpike from Winchester to Parkersburg, was two hundred and thirty-seven miles. It crossed the mountains by easy grades, the streams were all bridged, and it was macadamized from Tygart's Valley river to Parkersburg. The construction of the entire road cost \$400,000. Estimates show that many miles of the road built for less than one thousand dollars per mile – an engineering feat that is amazing when compared to the cost of modern hard surfaced roads, five or six miles of which often equal the cost of the entire road.

Effects of the Turnpike

There followed an era of steady growth and prosperity. Inns and hostleries were erected all along the Northwestern Turnpike. Industries were established, business flourished. The people of the West sent their raw materials to the Eastern markets, bringing back the manufactured products to the city.

This, too, was the day of the stagecoach. Numerous lines established regular schedules over the Northwestern, and the road became a busy thoroughfare of travel and traffic, alive with covered wagon trains, droves of cattle, traders, farmers, settlers, hunters and adventurers. Travel became an attractive pastime for great men and ladies, dudes, gamblers and profiteers. These were places, too, that seemed designed by Mother Nature as ideal haunts for highwaymen and holdups, and from the early history of this road, it is evident that the country was not lacking in its Robin Hoods. It is doubtful if there is another road of equal mileage in the State that provides more stories of romances, thrills and adventures.

Then came the discovery of gold in California. Humanity went wild, and the Turnpike witnessed a line of frenzied humans such as it has never seen before or since – men, women and children from every walk of life, crazed by the lure of gold. Hundreds on horseback, others in wagons, carts and on foot, each hurrying to get ahead of his neighbor. And the old road joyously echoed to the spirit of the day.

Then came the War Between the States, and the tramp of soldiers. Industry and gold seeking was halted. For four years, scenes of battle, suffering and death raged along the entire length of the old Turnpike. A monument has been erected on the Turnpike at Fetterman, a suburb of Grafton, to the memory of Bailey Brown, "The first man killed in the Civil War," but scenes of many of the most important events enacted along this route remains unmarked and are unknown to the average traveler.

But the old Turnpike, which had known no rival, finally found itself paralleled by iron rails. The railroad was finished to Parkersburg in July, 1857. The passenger coach quickly replaced the old stage and the fast-moving freight trains took the place of the wagon trains. Inns along the once prosperous route were vacant, stagecoach drivers idle, and the farmers had little demand for their grain. There was a gradual deterioration of the road and of the industries which it had encouraged.

And the well worn and well proven statement that "history repeats itself" is strongly supported by the Northwestern Turnpike, (United States Route 50) of today. The old Turnpike that had done so much toward establishing commerce and settling the west has again become one of the most important links in our National thoroughfare. It stretches like a great white ribbon from the South Branch of the Potomac in the East, to the Ohio River in the West. (From Winchester, Virginia, to Parkersburg, West Virginia).

-----To be continued next week

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From Winchester, Virginia, in the world famous Shenandoah Valley U. S. 50 runs westward, entering West Virginia two miles west of Gore (11 miles) from Winchester. Travelers making a tour of this route will want to take time to enjoy the scenery which is unsurpassed in grandeur and variety, even in this state, which has been well called the "Switzerland of America." Those who are interested in early colonial history will be interested to know that they are following the trail over which William Lindsay piloted George Washington, William Fairfax and other members of the first surveying party, which made their way beyond the Blue Ridge Mountains to survey the lands of Lord Fairfax. [ed. note: This is incorrect. George Washington and George William Fairfax headed northwest from Winchester via Andrew Campbell's and Thomas Barwick's on the Potomac. They swam the horses across the river and proceeded to Thomas Cresap's at what is now Oldtown.]

The road winds over Timber Ridge elevation 1127 feet and Bear Mountain (1010 feet). The country is rugged, the scenery beautiful.

Capon Bridge

Capon Bridge – Elevation 810 feet, population 192. A small village with a great history. The Indian name "Cacapon" meaning "to be found again," is suggestive of just what would happen to this quiet little village were we to reveal its rich history to the thousands of tourists who pass by on Route 50.

It was here that the early settlers in what is now Hampshire, Hardy and Mineral counties made their last stand against the Indians. Between 1755-1758 this entire region was practically depopulated; the only settlers remaining being under the protection of the forts on the Capon River and at Romney. There were three forts located here: Fort Maidstone, built in 1755, near the mouth of Capon; Fort Capon, at the forks of Capon in the great Cacapon Valley, and Fort Edwards, which stood near the present village. Fort Edwards, the largest and strongest garrisoned of these forts, withstood all attacks, but many are the stories of assaults, of narrow escapes made by those who occupied the fort, but who were forced to go out to cultivate their fields and to produce bread for their support, and of the heroic deeds of these brave men and women. Troops from this fort under Captain Mercer were ambushed in 1756, and many were killed. Later a heavy assault was made by the French and Indians but the garrison, aided by Daniel Morgan, repulsed the attack. And one need but read Washington's writings of this period to be given a lasting admiration for settlers along the Cacapon.

Here two Baptist missionaries came in 1775 and organized the first church in Hampshire County.

Here too were located some of the first industries of the county. Among them an extensive tannery, owned by Samuel Gard.

To the history minded tourist, Capon Bridge holds many fascinating stories, but the average traveler will be more interested in the scenery and natural curiosities surrounding the village.

Tourists who are interested in peculiar rock formations and in rare works of nature, will want to spend several days in this neighborhood, and take a side trip to Cacapon Mountain, and see Caudy's Castle, The Tea Table and Bubbling Springs.

The Castle – (Castle Rock) which is located about two miles above the confluence of North River with the Cacapon River is a perpendicular cliff of Oriskany Sandstone 450 feet high, which has separated from the nearby mountain. The castle proper crowns the cliff and rises 50 feet higher than the great half-cone shaped wall.

During the depredations of the French and Indian wars, it was often used by the settlers as a place of refuge. It derives its name from James Caudy, who settled here prior to 1747. Caudy and his wife lie buried close beside the highway at Capon Bridge, and this castle will ever remain an imposing monument to them.

Tea Table – four miles from Forks of Cacapon and on Cacapon Mountain, is another unusual rock formation, which has attracted much attention. This curiosity called “The Tea Table” is a large flat rock 15 feet wide, supported on a column which is not more than 3 feet in diameter and rises about 15 feet in the air. The upper surface of the table is concave, and often contain several gallons of water.

Bubbling Springs – Just about a mile south of Caudy's Castle, is to be found an interesting Bubbling Spring. The water from the spring flows over grass and moss to the river. As the water evaporates a deposit of marl is left encrusting the vegetation.

Numerous permanent camps have been established in this neighborhood. There are many excellent camp sites and good hunting and fishing grounds.

Schaffenaker Mountain – Elevation 1,265 feet.

Cooper's Mountain – Elevation is 1,607 feet. Beautiful view panoramic of lofty mountains, tiers after tier of hills.

Overhanging Rocks – Here perpendicular cliffs of Oriskany Sandstone tower above the highway. Travelers should watch for falling rocks.

Junction – The intersection with State 15, leading northeast to Slanesville and the North River section. [ed. note: The location is actually Augusta and the highway is now Rt. 45.]

Ice Mountain

From here an interesting side trip may be taken to Ice Mountain, a huge natural refrigerator. Those desiring to make this trip will turn right at Junction, follow U. S. 45 to Slanesville turn right on Route 4 [now Cold Stream Rd.], intersection of U. S. 45 with dirt road marked “Ice Mountain” three miles – North Mills four miles.” At the forks of this road, another sign, “Ice Mountain,” indicates a narrow lane, barely wide enough for a single track, which winds around a narrow ridge of North Mountain for about half a mile, then begins a sharp descent to the edge of a meadow, 640 feet below the level of the main highway. Across the meadow towers the precipitous slopes of the mountain.. At the foot of the lane the owner of the property provides a convenient parking space. [ed. note: This land is now a private development; access to Ice Mountain is through North River Mills, and one needs a docent from the Nature Conservancy, the present owner of Ice Mountain.]

A few feet away flows the North River, guarding the approach to the mountain. A narrow foot bridge of rough hewn logs crosses the stream and a flower-bordered path at the base of the slope. As soon as the spot is reached, one has the sensation of being surrounded by icy air – but air sweet with the breath of the woods, the perfume of flowers.

For two hundred yards along the mountain (running parallel with the river) and about thirty-five feet up its western slope, it is covered with fragments and boulders of Oriskany sandstone, which has broken away as if by some great slide from the cliffs above. This talus is perhaps fifty feet thick and a ceaseless current of cold air pours through its every crack and cranny. Around many of the “ice holes” this current of icy air is strong enough to rustle the leaves of nearby plants and shrubs. But removing

the loose rocks, even during the hottest summer season, ice can always be found. Just under the surface that loose talus is filled with frosty fibers, such as might be found on surrounding slopes early in winter, while blocks of ice are buried deeper under the loose rock.

And contrary to impressions one often gets from early descriptions of Ice Mountain, the entire mountain side, except for a few hundred feet around the “ice holes” is covered with a forest of almost tropical thickness, and a profusion of wild flowers. Among the trees are red, white, and yellow pine, and the beautifully slender cucumber tree. Rhododendron and ferns grow luxuriously and their unusually rich coloring is especially noticeable.

Ice Mountain is altogether one of the strangest and most entrancing spots to be found in West Virginia. Scientists have searched in vain for the secret of the mountain, geologists have searched for the huge cave which is believed to exist somewhere in its icy interior, but the modern tourist, standing in the narrow lane of its base, will search no longer for an ideal place for a picnic or a camp. Legend has it that the Indians used Ice Mountain as a camp for those wounded in battle or on the hunt.

Modern visitors to the Mountain will find its flowering crests and cooling breezes an excellent tonic for exhausting malady known as “Americanitis.”

Augusta – Small village, surrounded by beautiful scenery.

Romney

Romney – Elevation 827 feet, population 1,1441. All accommodations.

Romney, established in 1762, is the county seat and principal town of Hampshire County. It has the double distinction of being the oldest town in West Virginia and of being located in the oldest county, founded in 1753, in the State. It is situated on a plateau overlooking the South Branch of the Potomac River. It has two banks with capital stock and deposits of \$1,523,000, the State School for the Deaf and Blind, one weekly newspaper, one theater and six churches. Its taxable property valuation is placed at \$1,170,377.

The town was laid out by Lord Fairfax in November 1762, and named for one of the Cinque Ports on the English Channel.

Settlers came into the South Branch Valley as 1735 and by 1740, a small settlement had been formed near the present site of Romney. This settlement was called “Pearsall's Flat” named for the three families of Pearsalls, who were among those first settlers.

Fort Pearsall – Built under the supervision of George Washington, stood close by the settlement. Here the inhabitants held on despite the savage ravages of 1754-1765. Washington, during the trying days of the Revolutionary War, remembering the courage of these settlers, said “If driven from the lower country by overwhelming forces of the British, I will retreat to the mountain, raise the standard of liberty there and hold that rugged country for freedom.”

During later years, Washington frequently stopped in Romney. He spent the night of October 10, 1770, here and brought two horses; one a bay, purchased from a Mr. Parsons for £16. Another a gray, purchased from a Mr. John Nevil for £13.10. And present day citizens of Romney are justly proud of the rich historical background of their town.

During the Civil War the old town was a strategic point for both the North and South. It was captured and recaptured more than any other town in the United States, excepting Winchester, Virginia. Records obtainable prove that the town changed hands fifty-six times, and many believe that a complete record would surpass Winchester.

Indian Mound Cemetery

Tourists passing through Romney will want to visit Indian Mound Cemetery – mound where the Indians buried their dead before the coming of the white man. Established as a cemetery in 1857, on land donated by David Gibson, the Confederate Monument, first monument erected in honor of the Confederate dead, is here, and was erected September 26, 1867. The West Virginia School for the Deaf and Blind is located on the right-hand side of the highway.

Several days could be profitably and enjoyably spent in the immediate section surrounding Romney. Towering peaks, massive cliffs, overhanging gorges and ravines make the region particularly interest to geologists.

Hanging Rocks

Hanging Rocks – One of the most interesting side trips may be taken from Romney is to Hanging Rocks on the Wappatomaka or South Branch of the Potomac River.

Those desiring to take this trip will turn right at the Court House at Romney and follow State Route 28 north, four and a half miles. Here the South Branch River has cut through Mill Creek Mountain to a depth of about 500 feet. On the east side of the river is a huge mass of limestone and granite rock forming a perpendicular wall several hundred yards in length and about three hundred feet high. The old highway passes between the river and the great cliff, which stands like an imposing sentinel guarding the beautiful glen, which is now a summer camping ground, and dotted with cottages.

Here at Hanging Rocks nature displays a variety of her handiwork before which her lovers stand enthralled. Rugged cliffs, beautiful mountains covered with numerous trees, shrubs and flowers and cool clean waters, alive with bass.

And too, Hanging Rocks make their appeal to the history-loving as well as the nature-loving tourist, for it was here that the hostile Indian tribes – the Catawbas and the Delawares, had one of their bloodiest battles. The Catawbas resided on the Catawba River in South Carolina. The Delawares resided on Susquehanna River in Pennsylvania, not far west of the Allegheny Mountains. A large party of the Delawares had invaded the territory of the Catawbas, taken a great number of prisoners, and were making their retreat homeward. When they reached Hanging Rock they made a halt and began to fish. The Catawba warriors, close in pursuit, discovered them and they were completely surrounded; a party on the opposite side of the river, another in their front, and still another to the rear, with the Rocks making escape from the other side impossible. A furious and bloody battle ensued, and tradition says says, that several hundred of the Delawares were slaughtered.

Kercheval, in the *History of the Valley* says, “Indeed the signs now to be seen at this place exhibit, striking evidence of the fact. There is a row of Indian graves between the rock and public road, along the margin on the river, from sixty to seventy yards in length. It is believed that very few of the Delawares escaped.” It was just about one mile from Hanging Rock that William Forman and Nimrod Ashby were killed by a party of the Delawares on their way to the Shenandoah Valley.

Forman's fort was located about one mile from the Hanging Rocks. William's Fort was about two miles below. Many were the depredations made by the Indians, and the harrowing experiences of settlers in this neighborhood, for throughout the entire period of the French and Indian and Revolutionary War, Hanging Rocks were a favorite stopping place for the Indians on their way into the Shenandoah Valley and as they retreated back to the Ohio country following their numerous incursions into the valley beyond the mountains.

Hanging Rocks also have an important place in Civil War history because of the skirmish between the Hampshire Militia, under Colonel McDonald, and several companies of Union troops,

under Colonel Cantwell of the eighty second Ohio regiment, which took place here on September 24, 1861. There were only twenty-seven men on the Confederate side, but because of the strong position that they occupied on the overhanging summit and an avalanche of stones rained down upon the Federal Cavalry, Colonel Cantwell's forces suffered heavy losses, and made a hasty retreat.

-----Concluded next week



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The Hampshire Review February 3, 1937, page 2
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Junction – Intersection with U. S. 220. Turn left for Moorefield and the upper South Branch Valley section.

Hampshire Mineral County Line:

Burlington – Population 350, elevation 739 feet. Splendid tourists accommodations.

Burlington is located in a rich agricultural section, in the center of the historic Patterson's Creek Manor. It has good homes, churches and school.

Old Homestead Tourists Home, built more than one hundred and fifty years ago, by Lewis Vandiver, has been converted into a modern tourists home.

The Star of Hope Children's Refuge and Knights of Pythias Recreational Center are located here. [ed note: The Burlington United Methodist Children's Home is now the site of a famous fall apple butter festival.]

A side trip may be taken from Burlington to the grave of Wendel Miller, (two miles east), who was killed here in 1761 by an Indian war party, led by the noted Shawnee Indian Chief, Killbuck. Patrick McCarty was taken prisoner at the same time and afterwards burned at the stake. A stone marks the grave.

On the right, (one mile north of Burlington), about 300 yards from the highway, is Camp Pan Myra. Here a camp meeting is held each year in the month of August. The camp consists of a large tabernacle, fifty rough cottages and a large Pavilion. During the time of camp meeting several hundred families live in the cottages.

Stone House

Old Stone House – Famous old Stone Tavern located here. Was favorite stopping place for travelers during the early days of the Northwestern Turnpike. There are fifteen rooms and ten immense fireplaces in the building. The timber used in the old tavern is marked by Roman Numerals. The building throughout is in a splendid state of preservation.

Junction Road to Nancy Hanks Monument – From this junction travelers may take a side trip to Doll's Gap, (left four miles), dedicated and marked as the birthplace of Nancy Hanks, mother of Abraham Lincoln. A beautiful marker, erected by the Nancy Hanks Memorial Association stands near the site of cabin in which it is believed Nancy Hanks was born. The glen in which the cabin was located is one of the prettiest to be found in this section.

Knobley Mountain – beautiful view from top of hill. Here among the hills at the foot of Knobley Mountain some of the earliest settlers in the South Branch Valley took up their residences nearly 200 years ago. Some of the first industries established in the valley were located here.

The deserted log cabin on left of highway, on top of the hill, called “The Faneuil Hall of West Virginia” here a group of the leading citizens of Hampshire county met to discuss the formation of a new state from certain counties west of the mountains.

One of the most sensational suits ever tried in the courts of Hampshire county followed the

killing of Sheriff Armstrong, at this place during the Civil War.

New Creek Junction – Junction U. S. 220. Population 150, elevation 990 feet. Bus station, road houses and tourist cabins.

Here lived the late Emil Nefflin, a pioneer merchant, who kept the Union Supply Store during the Civil War. Here, it is said, J. H. Diss DeBar, sketched the design for the original seal of West Virginia while visiting in the Nefflin house. The sheaf of wheat, lumps of coal, axe and maul on the seal are believed to have been suggested to Diss DeBar for surroundings of the mountain home at New Creek.

Allegheny Front

Allegheny Front – Elevation 2,840 feet. Magnificent view. Rich in historic and scenic interest. View of “Indian Hammock,” “The Saddle,” or “Nancy Hank Gap.”

Through this gap passed the eastern branch of McCullough Indian Trail and the first road to the Alleghenies. Through this gap, George Washington passed September 27, 1784, going from Thomas Logsdons at the mouth of Stony River to Abram Hites at Fort Pleasant at Old Fields, on the South Branch, while searching for a waterway from the Potomac to the Ohio.

Mineral-Grant County Line:

Mount Storm – small village, elevation 2,820 feet. Center of Elk Lick Coal District.

From Mount Storm, one may take a side trip to Greenland Gap (left on West Virginia 42 to Scherr), follow dirt road into the Gap. Sharp curves but well paved road. Few miles of dirt road – good during dry weather, rough during winter.

Greenland Gap lies in Grant County. The gap is made by a beautiful cut in the Allegheny Front. It is noted for its rugged, beautiful scenery, and for one of the most unusual and interesting “geological” Stratas of red and white Media Sandstone.

Through this gap and the surrounding section travelers will be reminded of scenes that confronted the pioneer settlers of West Virginia. This is one of the few bits of mountain scenery that remains in its primitive state. Summer camps have been established nearby, and the site is becoming increasingly popular as a picnic ground.

Gormanian – North Branch of the Potomac, West Virginia, Maryland line.

ed. note: the article continues toward Parkersburg, but we have not included the distant locations in this transcription. The series are now online at: <http://wvnewspapers.advantage-preservation.com/>

This actual article segment is available at:

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