

Zanes Trace

To properly understand the importance of Zane's Trace to Guernsey County history, it is necessary to look into the situation just prior to the development of the Trace.

Prior to 1796, much of Western Virginia and Kentucky had already been settled. Many towns of importance had come into being and roads had been constructed connecting those towns and settlements. One of the most important towns in Kentucky was Limestone (now Maysville), located on the Ohio River. John Filson, in his famous history of "Kentucke" written in 1784, refers to Limestone as having a "fine harbour for boats coming down the Ohio, and now a common landing. It is sixty-five miles from Lexington, to which there is a large waggon road." Travelers from the northeastern States could proceed by land routes as far as Wheeling, but would then have to go down the Ohio by boat to Limestone before again being able to proceed further by land over the roads in Kentucky.

Ohio had been Indian country until the 1780s, and even by the 1790s there had been comparatively little settlement. What settlement there had been had largely consisted of simply a few persons moving across the Ohio from Western Virginia or Kentucky and a few organized towns springing up such as Marietta and Belle Pux in the east and Columbia and North Bend (near Fort Washington, later Cincinnati) in the west. The mails from the East to Fort Washington had to go by water from Wheeling to Limestone, and were very unreliable due to ice, floods, etc.

Col. Ebenezer Zane, at Wheeling, proposed to open up a land route from Wheeling to Limestone, thus greatly increasing the reliability of the mails, and also facilitating travel to Kentucky, or simply into the Ohio country. And returning travelers from Kentucky who might have gone downstream by boat, could return by Zane's Road much easier than by the far longer Wilderness Road established by Daniel Boone. Col. Zane's letter to Congress asking for permission to establish the road, and also asking, as his sole compensation, that he be allowed to establish ferries at the crossings of the Muskingum, Hockhocking and Scioto is set forth below.

Petition To Congress .....  
(SF:4 Cong., 1 sess.:ADS)  
(March 25, 1796)

To the Senate and House of Representatives of the United States. the petition of Ebenezer Zane of Wheeling on the Ohio River.—

Your petitioner confident that the public as well as individuals would derive great advantage from the opening of a road through the Territory North West of the Ohio. from Wheeling to Sinto River, & from thence to Limestone in the State of Kentucky, and also to Fort Washington, Hath given Himself trouble & incurred some expence, in exploring the rout

and ascertaining the practicability of the undertaking. That from an actual view of the Ground He Has no Hesitation in saying that a good waggon Road may with facility be made between these places, & at a moderate expence. That the more fully to demonstrate the practicability of the proposed road, He Hath at his own expence employ'd a number of labourers, and Hath actually made considerable progress in marking and opening the same in such manner as to be passible to travellers on Horseback; and is determined to Have the same compleated in that way in its whole distance previous to the last of April next. But as the proposed road must cross the Muskingum, Hockhocking and Sinto Rivers, streams fordable only in dry seasons; it must be obvious that it cannot be used by travellers with certainty and Safety without the establishment of Fer(ries) upon these rivers. These establishments cannot now be made without the permission and aid of Congress the land being the property of the United States. Your petitioner therefore prays that Congress will permit and authorize Him to locate military Bounty Warrants upon as much land at each of the crossings of the above Rivers as may in their Judgment be sufficient to support the desired establishments which He will engage to Have made in due time, & will also defray all expences which may be incurred in surveying and laying off such lotts of land. Your petitioner Holds land warrants of the above description and only requests the privilege of locating them in situations which may be pointed out by the necessity of the case, He asks no other compensation for his trouble, nor any reimbursement of his expences. In support of His application Your petitioner makes the following statement of some of the advantages to be expected from the proposed road: and in point of distance the saving must appear important. From Philadelphia to Fort Washington the distance by the rout commonly travelled is by computation

	980 miles
By the proposed rout .....	600.
difference .....	380.
From Phil <sup>a</sup> to Frankfort in Kentucky	
the usual rout .....	900. miles
By the proposed rout .....	600.
difference .....	300.
In ditail	
From Frankfort to Limestone .....	70 miles
From Limestone to Wheeling .....	190.
From Wheeling to Phil <sup>a</sup> .....	340.
	600.

The saving to the United States in the expence incurred for the transportation of the mail from Wheeling to Kentucky will also

be considerable; at present fifteen men and their boats are employ'd in that Business at an expence not less than 4000 dollars p<sup>r</sup> Annum, liable at all times to great irregularity and delay from Floods, Ice, High winds &c. Upon the proposed road the same mail may be carried for 1000 dollars or less making a clear saving to the General post office of 3000 doll<sup>rs</sup> p<sup>r</sup> Annum and at the same time will be attended with greater regularity and dispatch. The advantages which must result to Travellers, particularly emigrants are too numerous to be detailed; and too obvious to require it—Your Petitioner submits His application to the wisdom & discretion of the National Legislature and doubts not but upon a candid examination his request will be deemed reasonable: & the undertaking He is engaged in admitted to be meritorious & deserving of encouragement.

Ebenezer Zane.

Zane's Petition was approved by Congress on May 17, 1796, and he was granted one mile square tracts of land at the crossings of each of the major rivers. The towns that later came into being at these crossings were Zanesville, Lancaster and Chillicothe.

Col. Zane then set about establishing his road, or trace, as it is more properly called. His party consisted of himself, his brother, Jonathan Zane, his son-in-law, John McIntire, John Green, William McCulloch, Ebenezer Ryan, Joseph Whorley, Levi Williams, and an Indian guide, Tomepomehala. The Trace was not a road in the usual sense of the word, but was little more than a horse-path at first. Gradually, traveler's wagons widened the Trace into a more respectable road.

The following letter from the Postmaster General of the United States to the Postmaster at Marietta is set forth as being of interest in describing how the mails would be handled with the establishment of Zane's Road. The Willstown mentioned in the letter is now Duncan Falls, and the Zanes is now Zanesville.

THE POSTMASTER GENERAL TO JOSIAH MUNROE  
(PO:P.M. Letter Bk. G)

(Post Office Department) Septem<sup>r</sup> 27th 1798

Josiah Munroe Esq<sup>r</sup>

Sir I have received proposals for carrying the mail from Pittsburg by Zanes to Maysville in Kentucky on terms that I have concluded to accept & the mail from Wheeling down the Ohio will of course be discontinued after the first of November next, it will therefore be necessary to establish a cross post from some part of Zanes road to Marietta. For this purpose it will be necessary to employ some trusty person either at Willstown or at Zanes on the Muskingum to open the mail and take out such papers & mails as are directed to your Office and also to place in the mail such as may be forwarded from your Office

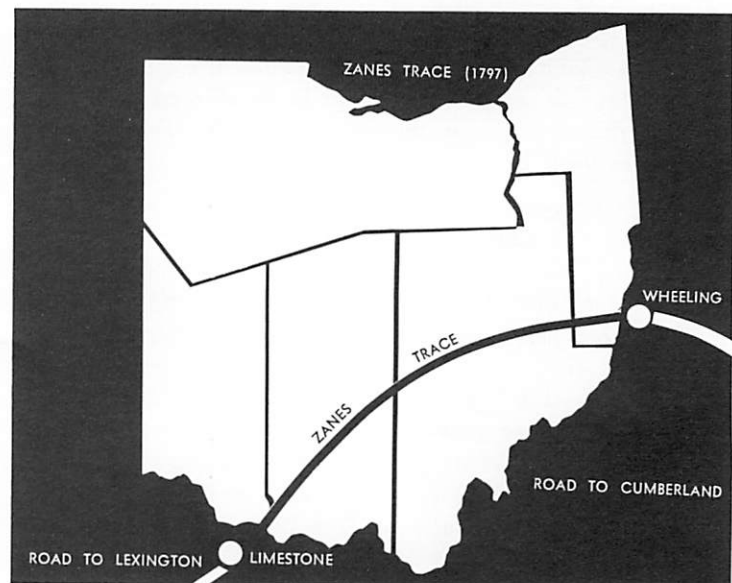
for other Offices. I have therefore to request you to employ a suitable person if one can be found there to do that business for which service I will allow him thirty dollars a year being the same that is now paid for like services at Preston. The person thus employed must take & subscribe the oaths of which I enclose you a form & return them to me. Inclosed is a key which is to be delivered him to enable him to open the mail. The riders from Pittsburg & from Maysville are to meet at Zanes every Monday evening and I should wish a person living there may be employed if one of proper character can be found.

I wish you also to contract with some person to carry the mail between your Office & Willstown or Zanes on the best terms that you can not going higher than at the rate of six dollars a mile by the year counting the distance one way; for that purpose. I have enclosed a blank contract & bond which are to be filled out & executed by the person with whom you contract & returned to this Office.<sup>69</sup>

I am &c

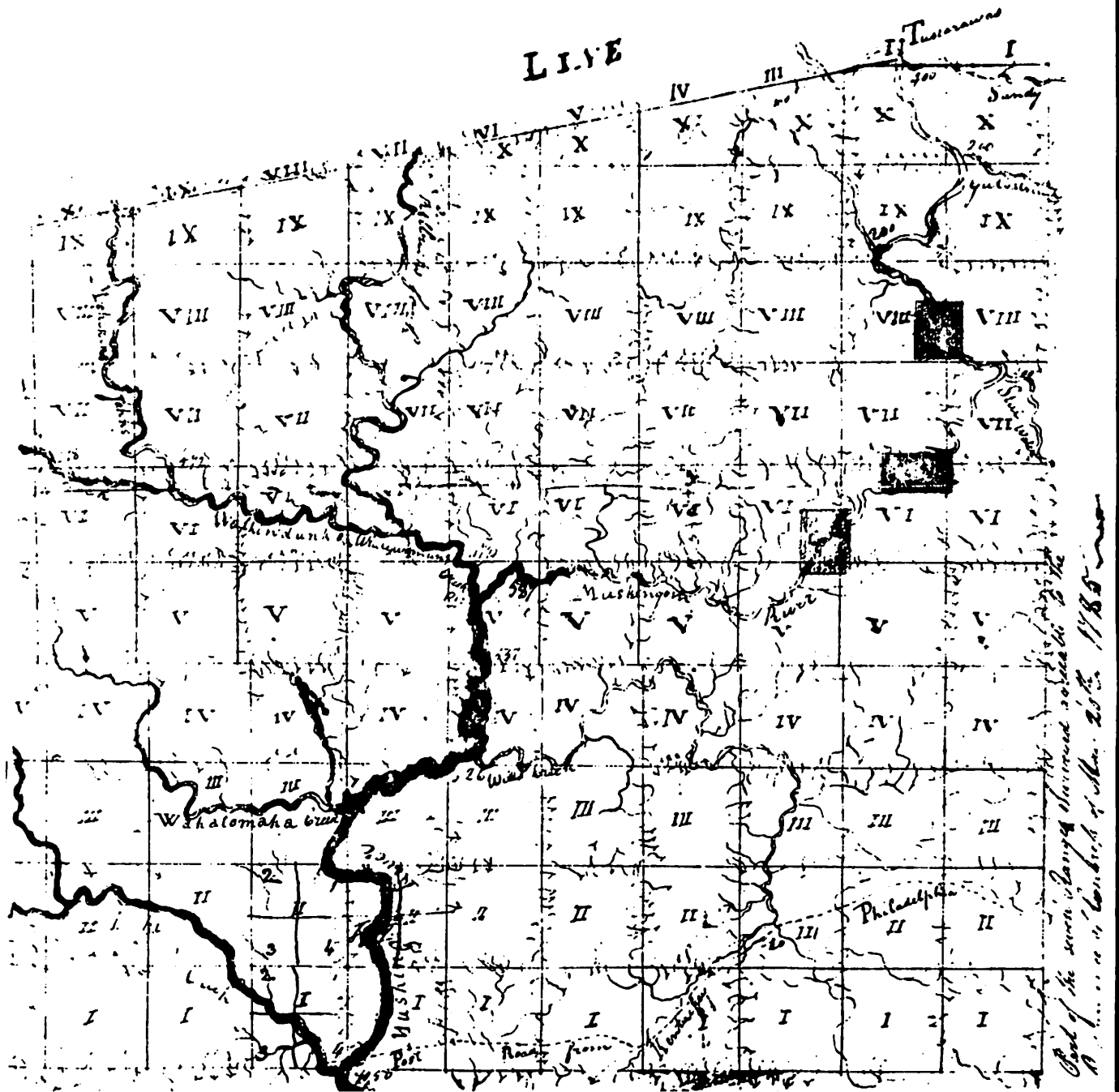
J H

The reason for the importance of Zane's Trace to the history of Guernsey County is that Wills Creek was the first non-fordable stream (at least at some seasons of the year) that the Trace crossed, and it was found necessary to establish a ferry at the crossing. That is why, in about 1798, Ezra Graham established a ferry at Wills Creek, a tavern followed, and soon a town, Cambridge. It is from the date of the establishment of this ferry that the settlement portion of the history of Guernsey County is said to begin.



This page courtesy of The Daily Jeffersonian

# Rufus Putnam Map



# The Rufus Putnam Map of 1797

In 1797, Rufus Putnam, as Surveyor General for the Northwest Territory, was directed to make a survey of the lands lying west of the Seven Ranges, north of the Congress lands, and south of the Indian Boundary Line as far west as the Scioto River. Zane had just opened his road at that time, and Putnam shows the path traversed by this road through the territory surveyed. Because this is the first known map showing the route of Zane's Trace, that portion of the map that includes the trace is included in this booklet.


The Tuscarawas Crossing at the top of the map is the site of present-day Bolivar, in those days the site of the Indian town known as Tuscarawas, and the place where the Great Trail from Fort Pitt to Sandusky and Detroit crossed the Upper Muskingum. The three black rectangles are, from top to bottom, the Moravian tracts of Schoenbrunn, Gnadenhutten and Salem. Coshocton is at the junction of the Walhonding, or White Woman Creek with the Muskingum, Dresden near Wakatomaka Creek, and Zanesville at the bottom of the map at the junction with the Licking. Zane's Trace is labeled as the "Post Road from Kentucky to Philadelphia" at the bottom of the map.

Beginning at the right-hand side of the map, the road passed through a square with a "II" in it. This is Wills Township and part of Center Township. (Oxford Township to the east was in the Seven Ranges, and was not included on this

map.) The square with the word "Philadelphia" on it is the rest of Center Township. Cambridge Township is next, and the square with the word "Kentucky" in it is Westland Township.

You will notice that as the road left Guernsey County it seemed to split, with one branch heading southwesterly, and the other branch more westerly to Zanesville. The road, as originally marked by the Zane party did pass out of Guernsey County headed in the southwesterly direction for the Salt Springs at Chandlersville and from there to Duncan Falls. Upon arrival at the falls, however, Zane decided that he would rather locate his mile-square tract further north, at the junction with the Licking. He then "back-tracked" from the Licking approximately straight east until he joined his earlier "trace". This junction occurred at just about the County line as shown on the map.

Within two years, however, according to a letter written by Rufus Putnam to the Secretary of the Treasury, and dated February 5th, 1800, "Col. Ebenezer Zane has in the course of the last year, caused the road from Wheeling to Limestone to be straightened, and other wise improved by bridges, etc.—" A part of this straightening consisted of moving the Westland Township portion of the road to the north several miles and heading more directly for Zanesville from Cambridge instead of heading first for Chandlersville.

A circular portrait of Rufus Putnam, an older man with a high forehead and receding hair, looking slightly to the left. The portrait is set within a white circular border, which is itself inside a larger black oval frame.

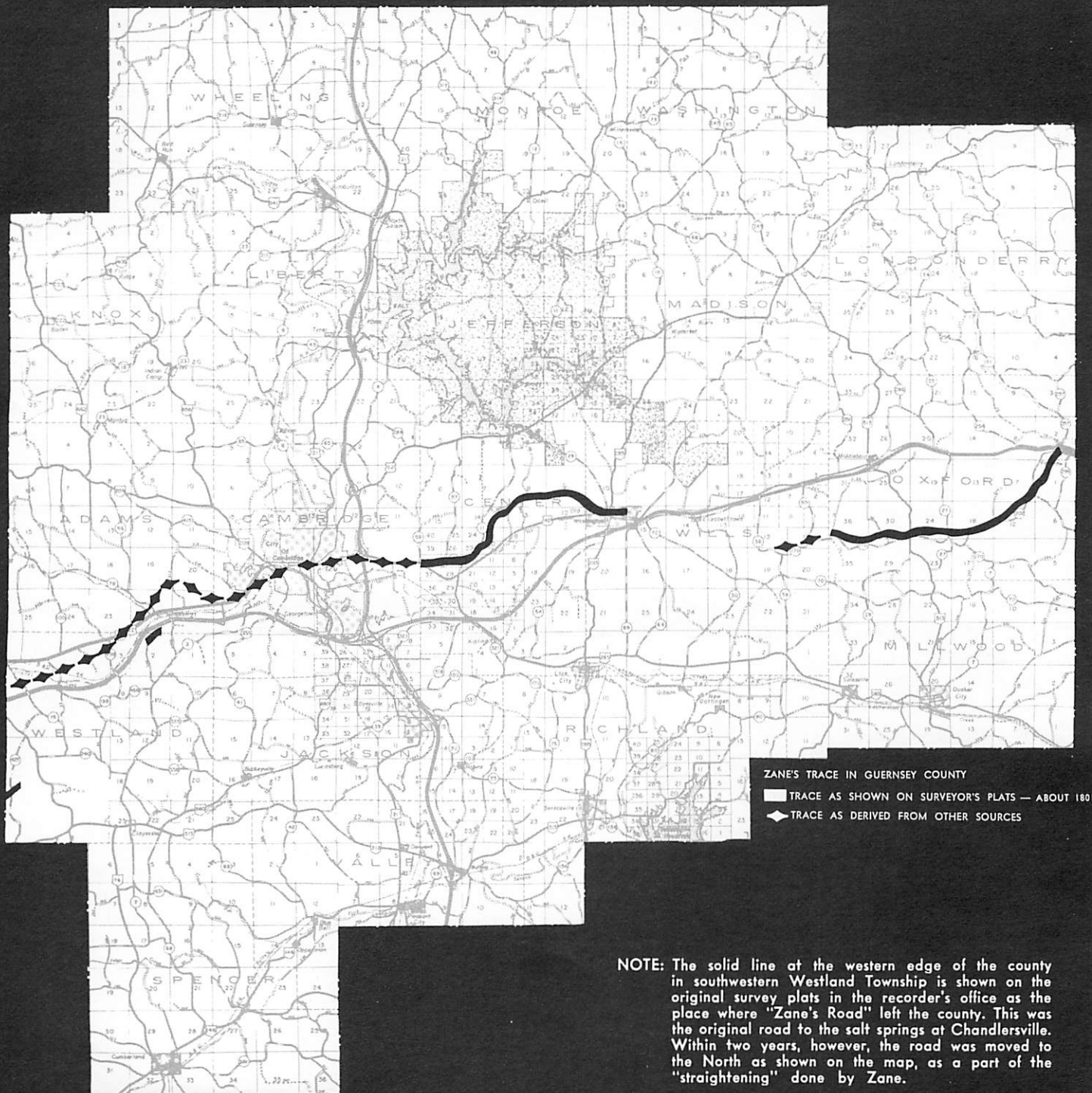
Rufus Putnam

Born April 9, 1738 at Sutton, Mass. Served in French & Indian War and Revolutionary War attaining rank of Brigadier General on June 8, 1783. Leader of the Ohio Company settlement at Marietta. Appointed to the Supreme Court of the Territory in 1789. Served as Surveyor General, of the United States from 1796 to 1803. Died at Marietta, May 1, 1824, and buried in Mound Cemetery.

**Rufus Putnam**

This page courtesy of The Quaker City National Bank

# Map of Zane Trace Route





## Route of Zanes Trace Through Guernsey Co.

Zane's Trace came into Guernsey County at Fairview on existing County Road 40A, went down Main Street to the west end of town, made a turn to the left and crossed Interstate 70 to the Fairview cemetery. An impression of the road is visible as the Trace left the cemetery and went southwest across lands owned by Forest Triplett. About 1000 yards southwest from the cemetery in an open field, Forest Triplett, now 89, pointed out the place where Wherry's Tavern stood until the 1890's when, as a boy, he helped clean up and burn the remaining logs of the building.

From Wherry's Tavern the road continued in a southwest direction to the junction of County Roads 962 and 691 where another obvious mark of the Trace is left in the hillside. From this point to the Wills Township line, the trace closely follows County Road 691 and is clearly visible along much of the route.

The trace west from State Route 513 reveals several interesting bits of history. Namely, roadside foundation stones and well stones which served travelers at a tavern stop. The stones are still evident at the boundary between the Bates and Knouff properties. A sandstone-edged grave of a travelling pioneer woman who succumbed to the mercy of the trail lies on the Bullion property north of the Knouff property. The trace then went through the "lost town" of Frankley in the northeast quarter of Section 19, Wills Township, at the intersections of County Roads 49 and 75.

From Frankley to Old Washington there is some uncertainty about the exact route followed by the trace. No surveyor's notes have been found on which the trace was set forth, as in Oxford Township, and so other evidence must be relied upon to arrive at an answer to the question of the location of the trace in this area. Personal inquiry of local residents in this area supports the conclusion that the trace proceeded northwesterly from Frankley directly to Elizabethtown, and the 1870 Atlas of Guernsey County does show a road along that suggested routing. (There is no road directly connecting the site of Frankley with Elizabethtown today, for a portion of the old road has been abandoned.) However, this road would be largely a ridge road, and as such, would not appear to be the road described by Fortescue Cuming in 1807, at which time he described the road as "led over several high, short and steep ridges, which generally run from north to south." The road most nearly meeting this description would be County Road 47 which strikes the National Road at Easton, just east of Old Washington. Wolfe says that the trace struck the National Road at Easton, adding support to this theory. Until further evidence is uncovered, no precise conclusions can be drawn about this portion of the route.

West of Old Washington, the trace very nearly corresponded to Center Township road 652, then headed southwest across the properties of Fairchild, McConnel, and Warne to the Four Mile

Hill. From there, it very nearly coincided with the National Road coming into Cambridge from the east.

The trace passed through Cambridge along the north side of Steubenville Avenue, crossed Wills Creek near the present viaduct, passed over the hill to the left of the route afterwards taken by the National Road, and intersected the National Road again at Frazier's Crossing (near the present Phillips Products Plant). Crossing to the north side of the National Road, the trace ran nearly parallel to the National Road through the MacConkey property in Fairdale. From MacConkey's original farm west line it climbed northwest up the hill and followed ridges across two properties previously owned by Robert Frisbee on which the road beds are still visible. On the southwest corner of the westernmost property it struck the east line of Section 22, Adams Township, and went due south to just north of Pike School where it crossed the road and promptly took to the ridge north of present U. S. 22. It came down the hill again at the entrance to Casselview Addition, crossed U. S. 22 here and hit the ridge again south of Route 22.

Following the ridge south of Route 22 through Casselview, behind the Westland Motel, over Best Hill through the Moore and Gates properties, it descends the ridge to cross a bottom of the Sam Morgan property. As the trace descends the wagon rutted hills into the bottom, the Spear graveyard lies beside the trail. Local history related that it was started when a child fell from a wagon and was killed.

Crossing the bottom and Crooked Creek, the Trace continues across country up the hill of the Wendell Litt properties where more wagon ruts and road beds are visible. This farm was also the site of the Endslo Tavern. The present house was built in 1850 using some materials from the Endslo Tavern.

Leaving Guernsey County, the Trace continues most of the way to Zanesville on the south side of the National Road and on the ridges.

The original plat of Westland Township, made in 1797, shows the trace leaving the township several miles to the south of the Litt property, but by 1799 Zane had improved and straightened his road and the 1803 plat of Union Township in Muskingum County shows the road entering that county from the Litt property.

Residents providing information as to the location of the trace were as follows:

Fairview area: Ralph Smith, Forest Triplett, Mrs. H. E. Frost.

Cambridge East: John Oliver, E. H. Beymer & Son, Roger Scott, Walter Day

Cambridge West: Robert Frisbee, Mrs. Sam F. MacConkey  
Western Guernsey: John Little, Mrs. Wilmer Taylor, Earl Gates, Miss Louada Morgan, Ray M. Finley

# Travel Over The Trace

In 1807, Fortescue Cummings journeyed to Kentucky down the Ohio by boat, and returned to the East by way of Zane's Road. His account of his travels was published in a book entitled "Sketches of a Tour to the Western Country, 1807-1809". Because of the rarity of the book and the fact that his account is one of the earliest written of travel over the Trace, the Zanesville to Wheeling portion of his book is set forth in full below. The Guernsey County portion begins with Ensloes Tavern and ends at Wherry's Tavern.

## CHAPTER XXXIII.

*Brown's—Extensive prospect—Anticipation—Ensloe's—Will's creek plains—Will's creek—European and American drivers compared—Cambridge—Beymers—Drove of cattle—Two travelling families—Good effects of system.*

ON Monday 17th August, I proceeded from Zanesville before breakfast. The first nine miles were through a hilly country with houses every mile or two, the road tolerably good except in a few steep or miry spots. I then passed Brown's tavern, most romantically situated in a deep and narrow valley, with Salt creek, a rivulet which I crossed, running through it. Two genteel looking travellers were at Brown's door as I passed. It was about breakfast time. My appetite tempted me to stop and join them, but reflecting the stage would then get before me, I repressed it, and trotted on towards the usual place of breakfast of the stage.

From Salt creek, I ascended half a mile of steep road to the highest hill which I had been yet on in this state, and keeping two miles along its ridge, I had there to ascend a still higher pinnacle of it, from whence there is a most extensive view in every direction, of ridges beyond ridges covered with forests, to the most distant horizon; but though grand and extensive, it is dreary and cheerless, excepting to a mind which anticipates the great change which the astonishingly rapid settlement of this country will cause in the face of nature in a few revolving years. Such a mind will direct the eye ideally to the sides of hills covered with the most luxuriant gifts of Ceres; to valleys divested of their trees, and instead of the sombre forests, strengthening the vision with their verdant herbage, while the rivers and brooks, no longer concealed by woods, meander through them in every direction in silvered curves, resplendent with the rays of a glowing sun, darting through an unclouded atmosphere; while the frequent comfortable and tasty farm house—the mills—the villages, and the towns marked by their smoke and distant spires, will cause the traveller to ask himself with astonishment, "So short a time since, could this have been an uninhabited wilderness?"

This lofty ridge continues with various elevations five miles and a half farther to Ensloe's tavern, and is well inhabited all

the way, and well timbered, though the soil is rather light. I here stopped to await the stage and breakfast, after which I rode on through a hilly country, rather thinly inhabited, five miles, and then three more on a flat, of the most wretched road imaginable, from the frequency of sloughs of stiff mud and clay. Travellers have ironically nicknamed this part of the road Will's creek plains. It is really almost impassable for even the strong stage wagons which are used here.

After getting safely through the plains, and a mile further over a ridge, I came to Will's creek, which is a small muddy river with a very slow current. The banks are steep and the bottom muddy, so that it has to be crossed by a wooden bridge, which has become extremely dangerous, from some of the posts having been unplaced by floods, so that it is shelving, one side being a good deal higher than the other, and the balustrade is so much decayed that it would not support a man, much less a carriage, yet bad as it was, I had to pay a toll of an eighth of a dollar for my horse. Though the European drivers far exceed the American in dexterity and speed, on their fine roads, in this country they would be good for nothing, and would pronounce it impossible to get a carriage through roads, that the American driver dashes through without a thought.—So much for habit.

On crossing the bridge, I was astonished to find myself in a town of cabins in the midst of a forest, which I had heard nothing of before. It is called Cambridge, and was laid out last year by Messrs. Gumbard and Beattie the proprietors, the first of whom resides in it. The lots sell at from thirty to thirty-five dollars each. There are now twelve cabins finished and finishing, each of which contains two or three families; about as many more and some good houses, are to be commenced immediately. The settlement being very sudden, there was not as yet house room, for the furniture, utensils, and goods of the settlers, those articles were therefore lying out promiscuously about the cabins. The settlers are chiefly from the island of Guernsey, near the coast of France, from whence eight families arrived only four months ago.

I think Cambridge bids fair to become the capital of a county very soon. The lands in the neighbourhood are equal in richness of soil to any I have seen on this side of Paint creek bottoms near Chillicothe.

Four miles from hence through a hilly country, brought me to Beymer's tavern, passing a drove of one hundred and thirty cows and oxen, which one Johnston was driving from the neighbourhood of Lexington in Kentucky, to Baltimore. The intercourse between the most distant parts of the United States

*This page courtesy of Elwin G. Smith, Division Cyclops Corp.*

is now so common, that imported merchandize is wagonned all the way to Chillicothe and the intermediate towns, from Philadelphia and Baltimore, nearly six hundred miles, and then retailed as cheaply as at the ports of entry.

The drover with six assistants, two horsemen, two family wagons, and the stage wagon, put up at Beymer's for the night, so that the house which was only a double cabin, was well filled, though not so much crowded as might have been expected, as the cattle drivers made a fire and encamped without doors, convenient to where they had penned the cattle, and one of the traveling families slept in their wagon.—This family consisted of a man and his wife, and a neighbour's daughter, who had removed to this state last year, from near Washington in Pennsylvania, and were now returning two hundred miles for some effects they had left behind. The other family, named Hutchinson, had emigrated from Massachusetts to Franklinville in this state, four years ago. By clearing and cultivating a farm and keeping a store, a distillery, and a saw mill, and then selling their property at its increased value, they had in that short time acquired a sufficiency to think themselves independent, and were now returning, to settle in some place in the neighbourhood of Albany, in the state of New York, where the old man said, "he would be once more in the world." The systematick order which this family observed in travelling, and the comparative ease and comfort they enjoyed in consequence, were circumstances noticed by me with much admiration. The family consisted of Hutchinson and his wife, two daughters from fifteen to seventeen years of age, a grown up son they called doctor, another son about ten, and a young man who had had the charge of the mill, and who still continued with the family. They had a wagon, with four horses, and a saddle horse rode by one of the girls. On their stopping, the daughters began directly to prepare supper, as though they were at home, baked bread enough to serve them that night and next day, and then they sat down to sewing as composedly, as if they had been in their own house, and not on a journey; while the boys took care of the horses, and the old couple, though still active and healthy, sat at their ease, chatting and enjoying themselves. At all events *they* were reaping the benefits of having brought up their family in orderly and industrious habits, and the cheerfulness and hilarity which pervaded each individual, was a proof that they were all equally sensible of the blessings which their own good conduct had put them in the enjoyment of.

I had a good supper and bed, and found Beymer's double cabin a most excellent house of accommodation. He is one of the proprietors of the stage wagons, and owns very considerable property in the state.

*This page courtesy of Radio Station WILE, AM-FM*

## CHAPTER XXXIV.

*Proceed on foot—Washington—Frankfort—Morristown—Usual consequences of a militia muster—St. Clairsville—Another traveller—Indian Wheeling—Canton—River Ohio and Zane's island—Wheeling—Part with my fellow traveller.*

ON Tuesday the 18th August, the stage being only to go fifteen miles, and the same distance next day, on account of the arrangement of the carriage of the mails, rather than travel such a snail's pace, I proceeded on foot, leaving my baggage to follow in the stage. The first five miles were excellent road, over a long but not very high ridge of hills, without a single house to Washington, or Beymerstown, as it is more generally called, from its being owned by the family of Beymer, two of whom keep taverns in it.—It has twelve cabins, four of which are taverns, and a blacksmith's shop.

Four and a half miles further have no inhabitants; the road is still good, but is led over several high, short and steep ridges, which generally run from north to south. Then passing a cabin and farm, in half a mile more I came to Frankfort or Smithstown, where I breakfasted. This is a small village or rather hamlet of eight or ten houses and cabins, some of which, as well as several in the neighborhood, are inhabited by families from Peeks-hill in New York, many of whom regret their having removed from thence to this place, and with great reason, if one may judge from the appearance of the soil, which is all a red and yellow clay, very stiff, and apparently very unproductive.

The country now became better settled, but still continued very hilly. I walked on, passing Wherry's tavern where the stage was to sleep at five miles, and stopping at Bradshaw's, where I rested about half an hour, and got some refreshment. This family is from the county Monaghan in Ireland. Their house is too small for an inn, but they have a good farm. Ten miles further brought me to Morristown, through a similar hilly country, with a succession of woods and farms, the latter at every mile, and a tavern at every two miles.

On the road I met in straggling parties above fifty horsemen with rifles, who had been in Morristown at a militia muster, for the purpose of volunteering, or of being drafted to serve against Britain, in case of a war with that country, now much talked of. Most of them were above half seas over, and they travelled with much noise—some singing, some swearing, some quarrelling, some laughing, according to their different natural dispositions, which are always most manifest when in that unguarded situation.

I found Morristown, where I arrived just before dark, all in a bustle from the same cause, many of the country people remaining to a late hour, drinking and fighting.

My host Morrison who is a justice of the peace, and a major



of the militia, had shut his house against them, but there was another tavern, where squire Morrison, while commanding the peace, during an affray, came in for his share of the blows, and had his shirt torn.

I got a very good supper—bathed my feet and went to bed in a room where a man and his wife, a young married couple, in another bed, acted over a similar scene to what I had experienced at New Lancaster, keeping me awake chatting to me until a very late hour.

After a short but sound sleep, I awoke at an early hour well refreshed, and pushed on eleven miles to St. Clairsville, through a fine, well improved, and well inhabited country, which was still hilly, but the ridges were neither so steep nor so high, as they are in general at this side of Chilicothe.

I stopped at Thompson's stage inn, where Mrs. Thompson who was very civil, prepared me a good breakfast.

St. Clairsville, or Newelstown, as it is more frequently improperly called, is the capital of Belmont county, and is pleasantly situated on the point and top of the highest hill within sight, from whence twelve or fourteen miles of ridges and woods may be seen in every direction, some of them across the Ohio, which I was now again approaching. The town is only about four years old, and already contains eighty good houses, including several stores and taverns. It has a court-house and gaol, and altogether it has the greatest appearance of wealth and business of any town between Chilicothe and itself. There are several Quakers, settled in the neighbourhood, who are a snug, wealthy and industrious people, and who enhance the value of real property in a wide extent around the focus of their settlements.

Leaving St. Clairsville at eleven o'clock, I joined a footman named Musgrave, who was going to Morgantown in Virginia, to collect money to pay off some incumbrances on his lands

below Limestone. He was a plain man, but an intelligent, expeditious and economical traveller, whose company shortened the road to Wheeling. It is a well settled country and a fine road, the first six miles from St. Clairsville. We then descended a long hill into the river bottom of Indian Wheeling, where we came to a good grist and saw mill. Keeping down that fine little mill river five miles to its confluence with the Ohio, we forded it five times in that distance.

On the banks of the Ohio is a new town called Canton, laid out by Mr. Zane last year, which has now thirteen houses. We here crossed a ferry of a quarter of a mile to Zane's island, which we walked across, upwards of half a mile, through a fertile extensive, and well cultivated farm, the property of Mr Zane, some of whose apples, pulled from the orchard in passing, were very refreshing to us, while we sat on the bank nearly an hour awaiting the ferry boat. At last the boat came, and we crossed the second ferry of another quarter of a mile to Wheeling.

Here my fellow traveller took leave of me, purposing to go five or six miles further ere night, though it was now five o'clock, and we had already walked upwards of thirty miles since morning.



Zane's Trace in Westland Township.

*This page courtesy of The J. G. Bair Company, Inc.*