To the West on Business in 1804

An account, with excerpts from his journal, of James Foord's trip to Kentucky in 1804

Most of the travelers who set out from Philadelphia for Kentucky in the first decade of the nineteenth century were too burdened with the impedimenta of the migrating family or too intent upon the goal of their homeseeking in the West to write, much less preserve, an account of their travel. A few professional travelers kept and usually published journals of progress across "the endless mountains" to the new settlements on the western waters. Among these were François A. Michaux, an observant French naturalist, who traveled west in 1802;\(^1\) Thaddeus M. Harris, New England clergyman, who in 1803 undertook a transmontane excursion as a means of recuperating from the yellow fever;\(^2\) and the traveled Eng-


lishman, Fortescue Cuming, who in 1807 walked from Philadelphia to Pittsburgh and made a subsequent voyage down the Ohio and through Kentucky by boat and horseback. Contemporaneous with the journeys of these trained observers but separated from them by the point of view of the man and his motive was that of James Foord, New Englander, whose account of a business trip to the West in 1804 provides a matter-of-fact revelation of the facilities, preparations, and problems involved in making speedy and direct connections between Massachusetts and Kentucky in the opening years of the nineteenth century.

The manifest confusion in Kentucky land titles took Foord west as the agent of a group of claimants, possibly organized into a company, who asserted rights to lands which ranged through the central and eastern counties of Kentucky. The aim of the journey upon which he embarked on January 2, 1804 was to discover which of the claims of his many clients represented clear titles and, where this could not be determined, to find and report on claimed lands, effect surveys, and obtain the necessary deeds in case overlapping claims had not been laid down. Naturally there was no point in lingering on the way; a direct and efficient journey was desirable. The trip from Boston to New York, involving travel by stagecoach from about five in the morning to eight or ten at night, consumed four and a half days. The faster mail stage traversed the distance from New York city to Philadelphia in a day and a half. After a day making such preparations as he thought necessary to cope with the West, Foord traveled the first sixty-six of the approximately 636 miles from Philadelphia to Frankfort, Kentucky, by stagecoach via the turnpike road to Lancaster. Having procured a horse there, with the difficulty usual to travel-

4 James Foord, "Journal of a Visit to Kentucky," MS. in Duke University Library. The appended notation reads: "'Father's Journal to Kentucky in 1804.' This Journal was written by James Foord of Milton, Mass. He was sent on this journey in order to secure information concerning some property in Kentucky."
5 Little is known about James Foord's career. According to the Norfolk County Manual he was born in Milton, Massachusetts, October 30, 1761. Early active as farmer and school-teacher (during the winter months), he was in 1813 elected Register, in which position he served until his death, in Dedham, Massachusetts, October 15, 1821. [From information supplied by Miss Josephine Hewins, Assistant Librarian of the Dedham (Mass.) Historical Society.]
ers to the West, he made the rest of the way on horseback, averaging 27.6 miles per day for twenty-one days, not counting two during which he was held up by a storm. The return trip from Frankfort to Baltimore covered about 599 miles, took twenty days, with one additional day spent doctoring a sick horse, and required an average of 31.5 miles of riding per day. The traveler pushed resolutely ahead, making close to twenty miles daily in the mountains, over thirty in the open country of the Ohio Valley.

Foord's consistent daily record is more statistical than descriptive; yet the careful references to the places through which he passed, the daily mileage, and the houses at which he stopped every eight or ten miles to "oat" his horses and warm himself with porter help to reconstruct the itinerary of an oft-traveled, direct route from the seaboard to the West. Not infrequently his casual comment reveals the color of life along the road. The purchase of a pistol at Philadelphia, the negotiations for a Kentucky guide at Charlestown (now Wellsburg), the references to "ferrage" of streams and to snow-covered paths, and the interludes at the signs of the Black Horse, the Cross Keys, the Seven Stars, or the Indian Queen—taverns picturesque of name if doubtful of comfort—suggest the necessities and the hazards involved in Kentucky travel on the turn of the nineteenth century. And, once he had reached his destination, the experiences of two months of confused activity—searching records, hunting bounds, and dealing with surveyors, chainmen, and county recorders—disclose the difficulties which followed upon the haphazard disposition of Kentucky lands in the late years of the century which preceded it.

INCIDENTS OF TRAVEL ON THE WESTWARD JOURNEY

Jany 2nd 1804 Monday morning Sat out from Milton [Massachusetts] at 5 of the clock, reached Boston at 7 there took stage for Kentucky at 8 in the morning, went in company with Mr. Thayer of Dorchester. Dined at Mr. William's in Marlboro. passed

*When Michaux attempted to buy a horse in Shippensburg he complained that the natives took advantage of him. Michaux, loc. cit., 140. While at Washington, Kentucky, Cuming wrote that it was "difficult for strangers to procure horses for hire throughout this country." He hired one at fifty, another at seventy-five cents per day. Cuming, loc. cit., 172.
on to Worcester, a handsome well situated inland Town, there supped
and took lodgings (but an ordinary tavern Mr. Mowers)

Tuesday morning Jany 3d— started at 5 in the morning from Mr.
Mowers in Worcester in company with Mr. Thayer above named
bound to City of Washington & a Mr. Lawrence in Middlesex County
an agreeable young lawyer, breakfasted at an[d] dined
at Ciny’s in Wilbraham passed on thro Springfield a decent village
crossed the ferry stormy disagreeable weather, in addition to our
company fell in with Capt Eaton an intelligible man and a great
traveller arrived at Sike’s tavern in Suffield, Connecticut at 7
in the evening supped and lodged a good tavern,

Wednesday Jany 4th started from Suffield at 5 in the morning
wet disagreeable morning but fair day arrived at Hartford at
half past eight there parted with Mr. Thayer. tarried same
day with my friends at Hartford, found them all well took a sleighride
afternoon with the families of Blake and Ely [?], to that
famous Onion Town there

Thursday morning, at 9 started from Lees in Hartford in Company
with Capt Eaton Mr. Lawrence and Mr. Jackson of Boston
Son to Mr. Jackson [is] the treasurer of Massachusetts very
good sleighing agreeable company passed on the turnpike
Dined at a house in Merridan [Meriden] a good natured fat old gentleman for
landlord passed thro several villages pleasantly situated viz Berlin and Worthington arrived at Nichol’s in Newhaven at half past
6 evening there my three companions contemplated leaving
me and taking water carriage passed the evening aboard but fail-
ing took stage in the morning.

Friday Jany 6th— started from Newhaven with the before
named Gentlemen at five in the morning which gave me no opportu-
nity [sic] of seeing the place Breakfasted in Stratford at Lovejoy’s
passed over an unfinished Bridge thro several villages pleasantly
situated viz, Milford and Stratford on thro Frankfort which
has the appearance of a place of business lying on the Sound, thro
Fairfield a well laid out village and a Shiretown into to [sic] Stan-
ford viewed the Bolting mills,7 in said Town. Dined
Supped and lodged in Rie State of New York.

7 Bolting mills were mills for sifting grain.
Saturday Jan'y 7 Started from Rie [Rye] at 5 in the morning
Breakfasted at East Winsor. passed on to City of New York
over much plain weak uncultivated land, now and then a handsome
Seat from the road, in sight of the Sound arrived in the City at 11 [?] A. M. had a small view of the City left it [at] one crossed the
Ferry took the mail Stage (with Capt Eaton left my other
company at New York,) passed thro New Jersey over a
large Causeway six miles in length [sic] thro several handsome vil-
lages viz being in the night have not an opportunity [sic] of remarking
on the Country from New York to Philadelphia traveled until
then in ev[e]ning supped and loged [sic] at Brunswick.

Sunday morning Jan'y 8th 1804 Started at 5 in the morn-
ing travelled to Princetown [Princeton] there breakfasted
viewed the Church and Colledges from thence to Trenton a
handsome village and thro several others on to Philadelphia ar-
rived at 8 in the ev[e]ning, passed on the way 18 miles with com-
pany of Girls and one lad whose conduct would be unbecoming N
England People for a Sabbath, tarried at the Stage house until next
ev[e]ning.

Monday Jan'y 9th 1804 Somewhat rainy spent the
day in viewing the City and doing some errands, viewed the Machin-
ery for conveying water by steam [sic] to the inhabitants a very
great piece of Machinery which throws 2000 Gallons into a large vat
or trunk in one minute 25 feet from the surface ... also viewed
the Brick works and their machines for making them found them
to be far superior to ours Dimension of bricks length [sic] 9 inches
Width—4½ thickness 2½ bespoke for moles [molds] at a Mr. John Faneler's in [illeg.] above 11th Street this day
parted with Capt Eaton a man of information and accomplished man-
ners has been an officer in the army traveled in every State in
the Union except Rhode Island a considerable knowledge of
Kentuck—& much of Europe [had] been a Minister to the Barbarian
Powers.9

8 Michaux says the fare for this journey was five piastres (dollars) per person. At the
taverns where the stages stopped, travelers were charged one piastre for dinner, one-half
for supper or breakfast, and the same for a bed. Michaux, loc. cit., 129.
9 William Eaton left for Tunis, to be consul there, in December, 1798. In 1804, he was
Tuesday 10 Jany spent the day in Philadelphia went to see Mr. Thomas Nightingale in Walnut Street near near [sic] the Wharf got my money changed spent the day in viewing the City and preparing to proceed but one pistol Wrote a line directed to Joseph Foord the evening before while at Philadelphia put forty dollars in Silver in my saddle bags—fifty in gold—fifty-five in bills nine and half dollars in my pocket Pistol not paid for, traveled around the City view it as a regular laid out place, very elegant buildings noble streets a handsome market not well calculated for Slaves 10

Wednesday Jany 11th Sat out from Mr. Tomlington in Philadelphia at 6th [sic] in the morning for Lancaster, passed over the Sch[u]ylkill over a turnpike 66 miles, good road, cold day, a level country, has the appearance of good land for English grain, not highly cultivated, thinly settled, houses mostly stone or logs average one in half a mile one third of them Taverners, very small and few barns arrived at Lancaster at 6 in the evening 10

Thursday 12 Jany Tarried at Lancaster by reason of no Stage going forward my route viewed the village a tolerable handsome place about twice as large as Worcester in Massachusetts, one Bank of the branch two houses of public Worship 11 I saw a Court house the assembly in Session went to view them, have the appearance of decent Character a tolerable Speaker tho a small man and indifferent [sic] Clerk who has all the reading to do no great opportunity of hearing debates Pet[i]tions for Turnpikes fisheries, and Pensions seem to be the order of the day.

Friday 13 Jany Bot a horse after some trouble Started from Sleymakers in Lancaster at one o’clock afternoon for Pittsburgh 12 stopped at James Caverns at big Chick Creek 13 oated horses

10 Michaux remarked the regularity of the streets in Philadelphia—the “most extensive, the handsomest, and most populous city of the United States.” Like Foord, he was impressed with the market, the paved and lighted streets, and the pumps for providing city water. Michaux, loc. cit., 130–1.

11 Lancaster was at this time the largest inland town in the United States, had been capital of Pennsylvania since 1799, and was to continue so until 1812. Most travelers mentioned the production of rifles, muskets, etc., there. Cuming, loc. cit., 32.

12 Foord was now traveling along the Pennsylvania State Road, a popular thoroughfare to the West built in 1785–87. He left it at the forks beyond Bedford.

13 Cuming crossed the Big Chick Creek over an “Indian bridge”—a high tree cut down so as to fall across the stream from bank to bank. Cuming, loc. cit., 34.
from thence 9 miles to Frederick Youse near Cansy Creek in Elizabeth Town 18 miles from Lancaster there slept with and [sic] old German, the land fertile thinly settled about two houses in a mile building mostly stone people civil mostly Germans—

Saturday morning 14 Jany Started from [sic] at nine in the morning from Elizabeth Town Frederick Youse [landlord] came to Middletown a small village about the size of Milton Mills thro a country settled much as from Lancaster to Elizabethtown crossed several streams river sweet arrow stopped at Mr. Crabbs tavern there oated horses and drank Porter eight miles from Elizabethtown, in Middletown from thence to the Ferry House in Harrisburg [operated by] Nicholas Ott 12 miles from Middletown thro a Country thinly settled well wooded and good Grain land

Harrisburgh is a village of some magnitude as large as Worcester in Mass on the river Susquehannah From Harrisburgh crossed the River Susquehannah by Ferrage a River about three feet in depth one mile in width said to be famous for shads passed on to David Brigg’s tavern pretty good house 24 miles from Elizabethtown 6 miles from Harrisburgh, a country which produces good horses, good sheep and small inferior Cattle, Stormy afternoon

Sunday 15th Jany Sat out from Brig’s [sic] tavern passed on to Carlisle a handsome village and Shire town 10 miles from Brig’s over plain land good large plantations face of the country covered with Snow passed by [illeg.] spring Breakfasted at Nathl Weakly, tavern from thence 10 miles to Col Palm where we oated & drank passed a plain country thinly

14 When Cuming traveled in 1807, he noted, in Elizabethtown, thirty “tolerable houses,” a meeting house, and a school. Ibid., 34-51.
15 Cuming’s experience with the ferry across the Susquehanna is informing: “I arose early, but the ferry-boat not being ready, I partook of an excellent breakfast with my friendly host and his family, and at ten o’clock I embarked in a large flat, with the western mail and several passengers and horses. The flat was worked by nine stout men, with short setting poles shod and pointed with iron, to break the ice and stick in the bottom. Only one set or pushed on the upper side, while eight set on the lower side, to keep the boat from being forced by the current against the ice, while a tenth steered with a large oar behind. A channel for this purpose had been cut through the ice, and was kept open as loaded wagons could cross the river in a flat with more safety than on the ice.” In 22 minutes they landed on the opposite shore. Ibid., 42.
16 Michaux in 1802 found Carlisle to have 200 houses (p. 139); in 1807 Cuming noted 300 (p. 48).
settled log Houses mostly well wooded from thence to Shippensburgh 11 miles Shippensburg a decent village ¾ mile in length [sic] one street thro it thickly settled—on the north appear a ridge of mountains several hundred miles in length [sic] called the north mountains, likewise on the south at a greater distance called the south mountains between said mountains in a valley of fertile land 50 miles in width from Shippensburgh to near Lancaster with a number of smaller streams emptying [sic] into the Susquehannah where are many Mills and distills particularly the Creek Conodoguino [Conodoguinet] taking its rise about 13 miles above Shippensburgh and empties into Susquehannah 3 miles above the Ferry—viewed the Brandy distillery at Col Rippy’s17 worthy of notice—travel 31 m Cold day.

Monday 16 Jany Came from Col Rippys Shippensburgh to Henry Davis in Strasburgh 10 miles there oated horses from Davis’s in Strasburgh to Christian Shades in Fannitsburgh [Fannettsburg] 7 miles over two of three mountains on to Col Birds18 at Fort Pitt [Fort Littleton] 8 miles from Shades tavern [in] Fannitsburgh 25 miles this days travel—9 miles over the three mountains, said mountains are larger than the Blue hills in Massachusetts pleasant day but hard travelling for man and horse.

Tuesday morning 17th Jany small snow feel [sic] during the night a rainy morning but pleasant day travelled from Fort Pitt [Fort Littleton] over mountains and thro Pitch pines 9 miles to Robert Tate [?] by side hill 2 miles on top hill

17 Michaux found Rippy or, as he said, “Ripey” an obliging landlord. The inn was called the General Washington. He estimated 70 houses in the town. Michaux, loc. cit., 140. His comment on the inns along the road suggests the accommodations with which Foord had to be satisfied: “Inns are very numerous in the United States, and especially in the little towns; yet almost everywhere, except in the principal towns, they are very bad, notwithstanding rum, brandy, and whiskey are in plenty. In fact, in houses of the above description all kinds of spirits are considered the most material, as they generally meet with great consumption. Travellers wait in common till the family go to meals. At breakfast they make use of very indifferent tea, and coffee still worse, with small slices of ham fried in the stove, to which they sometimes add eggs and a broiled chicken. At dinner they give a piece of salt beef and roasted fowls, and rum and water as a beverage. In the evening, coffee, tea, and ham. There are always several beds in the rooms where you sleep; seldom do you meet with clean sheets.” Ibid., 138–139.

18 Michaux also stayed with Col. Bird who, he said, “keeps a good inn.” Ibid., 142.
Coyl to diner [sic] lodged at Grayham's 16 miles from a verry mountaneous Country traveled 27 miles the day parted with Mr. Bowman a young man of good disposition by trade a printer a German extract

Wednesday—18th Jany Came from Grayham's to Smith in Bedford sign of the Eagle—Bedford is a small village and a Shire town here we Breakfasted 6 miles from Grayham's a [traveled through] rough Country from Smith's four miles then left the old Pittsburgh road came 6 miles on the Glade to Henry Lear over mountains poor for agriculture Lear over mountains poor for agriculture Lear's a very poor house from thence to Jacob Booze a German from Lear's to Booz's 13 miles making 29 miles this day where we loged all a mountaneous country verry dirty house here slept exceeding cold day saw a much froze

Thursday 19th Jany Sat out from Booses 1 mile to the top of Allegany called the backbone where I left Mr. Topliff sign of the White horse rout[e] and went on to Mr. John Webster inn a verry good house in Summersett [Somerset] a County town considerable settled bigger than Milton Snowy forenoon lay by on account of weather travelled 16 miles met three men from Kentucky tarried the night laden with specie to purchase Slaves in Baltimore names two of them Wards

Friday 20th Jany sat out from Websters to Simon Beymers 11 miles a poor house on to Hartmands 11 miles still a poorer house a dirty fat Duchman [sic] for landlord from thence to Backhouse sign of the Ship in Mount pleasant 8 miles. Mount pleasant is a little village about 12 houses and stores situated on a height surrounded with wood this days travel 30 miles thro a country very hilly and well wooded house average one in a mile verry large timber Breakfasted at Backhouse.

19 Harris described in 1803 the condition of Graham's "neat and commodious dwelling . . . built with lime-stone, laid in mortar . . . the accommodations and entertainment he provides are the best to be met with between Philadelphia and Pittsburgh." Harris, loc. cit., 324.

20 Michaux described Bedford as a village of 120 houses which exported its corn, flour, and salt to New Orleans, via Pittsburgh. Michaux, loc. cit., 145.

21 The "Old Glade Road" left Forbes Road about four miles beyond Bedford and crossed to the Youghiogheny through Somerset and Mount Pleasant. Harris followed this route in 1803. Michaux continued on the Pittsburgh road.
Monday 23d Jany. traveled from Parkerson's to Ramsay 14 miles stormy snow all day path to break snow 30 inches—deeper than has been known for ten years in this place. White relates a story of a young married couple at New London where the Father to the Husband judiciously settles the controversy spent the evening with a man of information conversed on public men and public measures—Ramsay & Wife are accommodating people have a young family—things in a low stile [sic] —
Tuesday 24th Jany viewed the Horse mill where two horses will grind & bolt one bushel of wheat in 15 minutes one tenth bushel goes for toll this country produces from twenty to thirty bushels of wheat to the acre. Started from Ramsays went to Washington 6 miles thro snow 2½ feet deep. Washington is a small village a Post town larger than Milton Mills and of much more business pleasantly situated stopt at Morris’s sign of the Indian Queen from thence to Galbret Stewart sign of Black horse in Middletown, 12½ miles from Washington—Middletown is a small village contains about 25 houses and stores, one street thro it—Stewart’s pretty good house—travelled this day 18½ miles. Slept here.

Wednesday 25 Jany Sat out from G Stewarts arrived at sign of Cross Keys [owner] Marshal [arrived] in Charleston [after] 12½ miles, there saw Mr. Dixon & Family. Charlestown24 is a Post town situated on the river Ohio contains more than 100 dwelling houses and various mechanicks Easterly on the river and Westerly on a considerable height a smart little town with a court house and Goal [sic] tarried here until Friday morning

Thursday wrote Mr. Foord Sat out from Charlestown on Friday spent the evening at Mr. Dixson’s he agreeable Mrs. Dixson [was] discovered [to have] that degree of plainness which is constitutional and [was] much pleased with my calling on them and appeared with her children to discover a descent [sic] fondness of my company this day agreed with Moses White of Vermont to go with me to Kentucky. I am to bear his expenses that is victuals & drink & lodging for him and to feed his horse as my own during our journey to Kentucky he agrees to accept of two meals only in the day and he to be furnished with victuals and lodgings while in my employ and receive 75 cents for each days service while employed crossed the river Ohio on ice at Charlestown at Griffin’s tavern from thence to Warrentown [Warrenton] 7 miles along by side Ohio which is a level country thinly settled now and then a cabbin [sic] has the appearance of excel[ent] bottomland about 40 rods in Width from the Ohio on the bank the opposite side very mountaneous saw very large trees many one which is a but-

24 This is now Wellsburg. It was laid out in 1791 as Charlestown in honor of its earliest proprietor, but the name was changed in 1816.
ton wood stump standing said to have contained a family of man Wife and 5 children during the Winter four years since from Warren-town to samuel Stewart’s 8 miles missed our road got into the wood four miles out of the [way] lost hired a man to lead us to road paid 2/3 [illeg.] Whisky travelled thro a very heavy wooded Country very small trail with narrow crossings tarried at Stewart the night slept in a ro[o]m of five beds man Wife 2 sisters and a number of Children very poor and devout people Rhode [sic] 15 miles this day

Saturday 29 [28] Jany Sat out from Stewarts traveled to Peter Sunderland’s 7 miles near the fork on Wheeling road, passed thro a heavy wooded country little cultivated from Sunderland to Newelstown25 a small village a Post town from thence to Morrissom’s sign of Indian Queen 10 miles from thence Anna Randal Unicorn [illeg.] tarried the night land about $2 per acre.

Sunday Jany 30 [29] from Randal’s 10 miles to Smith passed sign of Thom’s Jefferson [illeg.] Woody unsettled appearance of good soil from Smiths to Geo. Beymer’s26 10 from Beymers to Wells creek 5 miles Wells creek is a stream of considerable fall said to contain a number [of] mills stand is now about 3 rods wide has a toll bridge over it empties into the Ohio runs a southerly direction; from Wills creek to Spears 8 miles no dwelling house, all wilderness, met an Indian with Deer on his back travelled this day 33 miles pleasant day tarried at Spears an intellige [sic] landlord related several anecdotes of Indians and of the curiosities fo[u]nd on the several piles or Pyramids of the ancients one at grave’s Creek Virginia 70 feet in height—this night a young couple courting in the room of lo[d]gings.

Monday 30 From Spears to Morрисsons 5 miles 1 dwelling house there breakfasted & oated horses From Morrissons to Isaac Prior’s 9 miles oated horses drank Matheglin [sic] from thence to Harveys in Zanesville, near Muskingam [Mus-

25 Cuming passed this way in 1807 and found Newelstown, or St. Clairsville, “about four years old” and already containing “eighty good houses” and several stores and taverns. Cuming, loc. cit., 232.

26 A number of Beymers kept taverns in this part of the West.
TO THE WEST ON BUSINESS IN 1804

Kingum] River 5 miles from thence to Kents 7 miles making 26 miles pleasant cloudy day, Zanesville is called a town intended [to be] a Post town contains about 10 buildings, 100 acres cleared land situated on a plain pleasantly—the river Muskingam is a river about 60 rods wide fordable at some seasons of the year, crossed by boats a fall of four feet near Greensville where are mills erected in Springfield opposite cloudy day

Tuesday 31 From Kent we traveled to Connoways 14 miles a heavy wooded country nothing remarkable crossed a number of small streams from Conaway to Hammels 8 miles from Hammels to New Lancaster [Lancaster] 8 miles New Lancaster is a village [which] contains about 30 dwelling houses* pleasant situated on a small eminence on the river Hohokin [Hocking] beside of said river is a large tract of bottom land from [New] Lancaster to Judge Wilsons 2 miles land called Piora** [prairie?] traveled 32 miles

Wednesday 1 Feb From Wilsons to Parsleys 9 miles—from Parsley's to Craig's 10 miles, good soil some [illeg.] land from Craig's to McCoy's 7 miles from McCoys to the river Scioto 9 miles crossed the river by ferrage paid 9 [?] per horse and man over to Chillocotte [Chillicothe]** a small handsome town the seat of Government pleasantly situated on Scioto banks which river is about 80 rods wide Chillocothe is the principal [town] in the Ohio a smart place from and about Chillicothe are a number of mounds or sepulchres 20 feet in height 40 [feet] throu[ugh] travel 30 miles

Feb 2 tarried at Keys, from Keys to Rogers 4 miles from Rogers to Pladder's (one mile from the crossing of Paint Creek) 11 miles, of level country bottom land—from Pladder's to Wickerhan's 21 miles a tolerable level country from Chiloccothe to Wickerhan's making 36 by stages, Wickerhan says 39 miles rough travel thawy day streams high had a smart race [with] a set of travellers to obtain ev[en]ing stage, Cloudy day for Candle-

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27 Cuming reported 60 houses in 1807. Ibid., 222.
28 This is presumably Foord's rendering of the word "prairie," a word which had no very general use at this time. Zebulon Pike referred to prairie lands in 1805.
29 Chillicothe, laid out in 1796, was the capital of Ohio until 1816.
30 Cuming renders these Jacob Platter (p. 205) and Wickerham (p. 207).
mas sun scarcely seen, this day had a description of a curious form [draws outline] supposed to be made by Indians, saw a number of M[o]unds, perhaps 20 feet in height, 40 feet on the basis—on the way near the river Ohio saw a number of sinks or caverns in the ground formed to take in those munds also the Coffee tree, with other excelent timber the soil in places made its appearance excel-lent.

Friday 3d Feby from Wickerhan's, to Woods, 16 miles over Brush creek a rapid current crossed with much difficulty, and a number other muddy streams, from Woods to limestone 16 miles, here crossed the river Ohio about ½ mile in width into the town Maesville [Maysville] or limestone 31 a handsome little village on the Bank of the Ohio in Kentucky from thence to Washington a Post town situated on a height, descent [sic] buildings, perhaps 100—4 miles from limestone making 36 miles this day—Gentleman in comp'y relate [s] an anecdote of Gen. Scots crossing limestone river on a pumpkin [sic] vine which at certain seasons is as wide as Scioto—tarried at Heddleson's Washington

Saturday Feby 4 from Heddleson's to Bells 8 miles—Hilly country but looks like good soil crossed North fork a muddy stream 60 feet Wide over a bridge—Johnson's fork we forded a mill on the [river] 40 feet wide a smart current 9 miles from north fork 7 miles from Johnson's fork crossed by flatt blue lick about 150 Yards wide where are salt works, around said stream is a large tract of land covered with flat stones entirely barren, from blue lick to to [sic] Saddler's in Millersburgh 13 miles thro a a [sic] country in Nicholas county perhaps as barren a soil as may be produced in any land stony or [illeg.] 33 miles this day

Sunday Feby 5 Sat out at 5 of the clock morning. From Mill-lersburgh, Saddler's to Paris 8 miles, a handsome situation, 2 streets thro it contains 100 houses and stores, from Paris to George-town 17 miles good land Georgetown is [sic] the Post town of

81 By 1807, Maysville, according to Cuming, was the greatest shipping port on the Ohio below Pittsburgh. It was the principal port for the eastern part of the state as Louisville was for the western. The mails from the East and West arrived on Wednesdays and Sat-urdays. "It is closely hemmed in by the river hills," he wrote, "over which the most direct road from Philadelphia through Pittsburgh and Chillicothe leads to Lexington, and thence through the state of Tennessee to New Orleans." Cuming, loc. cit., 169.
Scotts County, a small village pleasantly situated from Georgetown to Frankfort 17 miles there tarried.

Monday Feby 6th Tarried at Frankfort dismissed Elisha White went to Mr. Toulman consulted on our business and went with him to the Register of Deeds tarried with Mr. Toulman the night viewed the river Kentucky & town of Frankfort—Frankfort is small town situated in a Hollow on the river Kentucky hills on every direction contains about 100 dwelling houses several stores—a State house—Penitentiary and a County house now erecting many of the buildings of brick.\footnote{32}

Making the home of a Mr. Toulman his headquarters in Frankfort, Foord spent from February 6 to the noon of April 12 on the business which had brought him to Kentucky. Two days of investigation in the Register’s office at Frankfort revealed only five titles to be good.\footnote{33} Then, hiring a horse at fifty cents per day, he set out for Elizabethtown in Harding county, near which he engaged a surveyor and chainmen to seek the supposed boundaries of property in which he was interested. Failing to find these, he commissioned Charles Helms to survey the piece and forward the plat to the Auditor’s office in Frankfort. Proceeding then to Nelson county, he sought information of the local surveyor and directed him to survey and plat certain lands.

\footnote{32}{Cuming described in greater detail the management of the penitentiary. Visiting it on Sunday he found the 24 inmates, limited by law at the most to ten-year terms, amusing themselves. “They are taught,” he wrote, “and work at every trade for which they have a taste, and of which they are capable.” There were nailers, coopers, chairmakers, turners, and stone-cutters. \textit{Ibid.}, 194–195. When Foord visited the prison April 7, 1804, he found “3 at looms, 5 at shoemaking—2 at spinning 2 at Blacksmith—2 at wood work—2 women.”}

\footnote{33}{The conflict of individual titles to Kentucky lands had its origins in the overlapping claims of squatters, French and Indian War veterans, and grantees of the Transylvania Company. Virginia’s land act of 1779 added further confusion by permitting the issuance of treasury warrants for land without definite boundaries and without adequate knowledge of the extent of the domain on which land was to be located. Since settlement and location preceded survey, the surveyor’s books were crowded with entries awaiting survey, many of them vaguely stated and oftentimes superimposed upon previous entries. The lack of an official survey map to show what had been granted meant that the locators, surveyors, and land office were without a guide in making entries, completing surveys, and issuing patents. While the Kentucky legislature early prohibited the further entry of unlocated Virginia warrants, its policy of extending the time for carrying into survey and patent the entries already made raised questions based on the relative validity of location and actual possession of land. It was the dictum of the Supreme Court in the case of \textit{Bodley v. Taylor} that “more than one entry and survey has been made on almost all the good land in the State of Kentucky.”}
Another day in Frankfort "searching the titles [sic] of the holders of . . . lands" and Foord set out on a journey of 345 miles which took him to Madison, Garrard, Lincoln, Knox, Mercer, and Franklin counties where he consulted surveyors, searched their records for claims—in general without success, made observations on land which proved often to be mountainous, and arranged for surveys. The day after his return from this trip saw him set out in search of lands, entries, and surveys in Scott, Bourbon, and Clark counties. Again to Frankfort, "searching all the several offices for surveys" and, shortly after, a trip to Boone (in quest of Adam Banks's claim), Bourbon, Harrison, Pendleton (for a fruitless consultation with the surveyor about Wilhoit's boundaries), and Campbell counties. After finding "the claims of North Fork, Kentucky, to be covered with older claims," he undertook a six-day trip to Clark and Montgomery counties during which he negotiated with Samuel Plummer, surveyor, regarding a trip to Floyd and Greenup counties. A final excursion to Mason county brought "little encouragement" with respect to the tracts of land designated as "Donald, Swanns, Primms, and Noels." The last week was spent in Frankfort searching "the Clerks of appeals office & Register office for interfering [sic] claims and further adjoining Surveys," waiting for papers, and "running back and forth endeavoring to execute the Deeds."

The traveler's customary daily comment provides a census of Kentucky settlements in 1804. Bardstown had "about 100 buildings mostly wooden a handsome Court house built of stone"; Elizabeth-town contained "12 houses, a tanner, a sawmill, carpenter, Blacksmith, a Court house and Goal Court House and Goal log buildings"; Lexington appeared to be "a handsome situated inland Town placed on a level Country ¾ of a mile in length ½ do in Width, elegant two story buildings, brick & stone, many stores & Mechanicks of every branch, Brick Court and market house 3 houses of public worship, old & out of repair"; Richmond had "a Court house 2 taverns 3 stores and several Mechanicks & 20 dwellings pleasantly situated about 160 acres cleared land Maddison County"; Stanford had fifty buildings, Barbourville, "a Court house Jail one store and about 6 dwellings"; Danville was "a smart Town" with "eleven Stores several Mechanicks & about 100 dwelling houses of Brick Stone and Wood"; Harrodsburgh
TO THE WEST ON BUSINESS IN 1804

had a stone court house and jail, “some stores few mechanicks about 20 dwelling houses, generally log buildings”; Cynthiana could boast twenty-five houses and stores and Portsmouth six houses; Winchester contained “about 20 dwelling houses and about 6 taverns, Court house & Goal.” Experiences along the road were what they had been on the way to the West. At Georgetown Foord “saw a smart congregation a spirited Preacher and an evening lecture full of exhortations & falling down.” He described salt licks and countryside. By now he knew what to expect of the inns. At Bradley’s in Lexington—“one of the best regulated public houses I have seen in the Union”—he was lodged in the same chamber with Governor Garrard34 of Kentucky. This chance encounter led to his having the Governor’s company next day on the return to Frankfort. By April 12, he was ready to return home.

Thursday 12th April 1804 Shod my horse waited the completion of Deeds, sat out35 from Frankfort ½ past 12 left Mr. Toulmains family in company with Mr. Easton a Baptist preacher rode in company part of the way to Georgetown—called on Capt Hubble pleased with situation think it one of the first in the place—took letters to his friends at providence—tarried at Capt Theobolts in Georgetown who engages to become a correspondent took a letter from Mr. Shepherd to his Father living in Concord Newhampshire—travelled 20 miles

Friday 13th April Sat out from Georgetown no company travelled to Johnson’s breakfasted at Johnsons 12 miles to Paris 5 miles, travelled to Maj Buckner’s 25 miles from Millersburgh, making 30 miles my horse seized with violent belly ach[e] tarried the night with Maj Buckman [sic] every attention paid to my horse

Saturday 14th tarried at Maj Buckmans my horse sick call in several Doctors

Sunday 15th Sat out Buckmans stopped at blue lick at meeting from thence to Washington making 30 miles travel put up at Dr Johnsons a New england man had a very poor night

34 James Garrard was governor of Kentucky from 1796 to 1804.
35 Foord retraced his westward route in returning East, save for proceeding to Canonsburg and crossing the Monongahela at Perry’s Ferry, until a point shortly east of Bedford where he branched off for Baltimore.
quite out of health—from Washington to Mayesville [Maysville] or Limestone 4 miles limestone is situated on the River Ohio, has a very pleasing prospect of the water on a bank 50 feet from the surface at most season[s] of the year, contains about 30 dwelling houses several stores

Monday 16th April from Washington to Lime Stone crossed the river at 10 o’clock passed on to Edgingtons 10 miles from thence to Woods 6 miles on to Drivers a dutchman pretty good house 6 miles making making [sic] 26 miles tarried the night saw a rib bone of an animal measuring 4 feet 9 inches being the rib or side of the animal

Tuesday 17th April from Drivers to Horns 11 miles there breakfasted to Brokers 8 miles near sinking spring, from thence to Browns 9 miles making 28 miles the day

Wednesday 18th April From Esq Browns to Greenes 8 miles breakfasted Browns at the crossing of Paint Creek from thence to Chillicothe [Chillicothe] 15 miles crossed the River Sciotio [Scioto] came to McCoy’s 9 miles near Chillicothe saw some of those mounds 25 feet in height, supposed places of interment for the dead of ancients. near Scioto saw the relics [sic] of a Fort likewise am told that there is one which surrounds 20 acres of land in a square form—tarried at McCoy’s—making 32 miles the day

Thursday 19th From McCoys to Pursley’s 17 miles, from Pursleys to New Lancaster stopped at Sturgeon’s Sign of the Ship travelled thro level Country low land several tracts of Perari [prairie] land generally good soil 11 miles from Pursleys making 28 miles the day

Friday 20th April From Sturgeons lancaster to Connoways 14 miles—from Connoways to Beards 10 miles to Kents 6 miles rainy afternoon tarried at Kents a common house ordinary accomodations 30 miles this day

Saturday 21 April from Kents to Harveys in Zaensvil [Zanesville] 8 miles from Harveys to Browns 9 miles to Spiers 11 miles Spears to Beth’s 8 miles Will’s Creek making making [sic] 37 miles the day crossed Muskingum
Sunday 22nd April 1804 from Will’s Creek is a toll bridge landlord Bettis, to Henry Bemer 10 miles, from Bemers to Wherry’s 10 miles, from thence to sign Indian King 10 miles from thence to Morisson’s Indian Queen 7 miles there tarried making 38 miles

Monday 23d April from Morrisson’s to Thompson’s in Newel’s town [St. Clairsville or Neweltown] 9 miles, from thence to Stewarts 7 miles, to Warrentown [Warrenton] 8 miles crossed the Ohio from thence to Charlestown [Wellsburg] 7 miles tarried at Marshals, went to see Dixon found her [Mrs. Dixon?] much out of health travelled 31 miles the day

Tuesday 24 April Sat out from Charlestown to Middletown 13 miles in company with Mr. Gardner travelled thro some excellent farms, noble fields of Wheat on to Cannsburgh [Canonsburg] 14 miles making 27 miles rainy evening—Cannsburgh is a town on an eminence one street thro it half mile in lengh [sic] building old and wooden has a college and many Mechanics in Washington County not a county [town] Slept at Cannsburgh at the Post office—Rainy night bad travelling.

Wednesday 25th April Came from Cannsburgh to to [sic] Perry’s Ferry crossing the Monongahala 16 miles saw many excellent farms this River being ordinary for fish from thence to Cobbs at Buds ferry at the crossing Yonongahaly [Youghiogheny] 11 miles making 27 miles the day—Perry’s Ferry is 6 miles below Devours at Williamsfort—Rainy night bad travelling

Thursday 26 April Came from Cobbs Yougahany [Youghiogheny] to Mount pleasant 13 miles from thence to Backhouses 12 miles rainy and bad travelling tarried at Backhouses the night 25 miles over mountains called Chesnut ridge very stony two mountains

Friday 27 April Came from Backhouses at the foot of Laurels hill, laurel hill is a large stony mountain five miles over said mountain to sign of 7 stars 10 miles from thence to Summersitt 8 miles at Websters from thence to foot of Alegany [Allegheny] mountain 12 miles very bad travelling
crossed the mountain 3 miles over tarried at the foot of said
mountain where Boor [?] formerly kept making 33
miles the day

Saturday 28th April came from foot of Alegany over two hills
to the fork of the roads 19 miles from thence to Bedford 4 miles from
thence over bloody run crossed Junietta [Juniata] creek on to Benja-
min Martins 15 miles tarried the night making 38 miles travel.

Sunday 29 came from Martins one mile from the crossings
at Junietta which is a Creek empties into Susquehannah 100 miles in
lenght from Martins to McConningburg [McConnellsburg] 18 miles, a small town contains about 40 houses over hills very
barren amongs[t] which was sidling [?] hill at the
fork from thence to Campbells 11 miles making 30 miles very
hilly and mostly barren land.

Monday 30th April Came from Campbels to Chambers-
burgh 9 miles thro tolerable level land apparently good for
grain season forward—Chambersburgh is a smart town sup-
posed nearly ½ mile square streets in right angles buildings
of Brick & stone very good, has a handsome Brick Court and market
house the town about the size of Hartford Connecticut from
thence to Haughnes [Haynes] 13 miles some good farms gen-
erally light and weak land from Haynes to Getisburgh [Gettys-
burg] 12 miles at Scotts sign Indian Queen tarried the night
Gettisburgh is a town ¼ mile square, good brick building
handsome Court house street regular making 34 miles

Tuesday 1 May Came from Scotts to Petersburgh 10 miles
from thence to Winchester 15 miles—Petersburg, or Little-
town [Littlestown]—is a small town nearly ¼ of a mile square
situated at the place where the roads meet from Lancaster from
Washington City Pittsburgh Wheeling & from Baltimore—
Winchester is town nearly the same size from Winchester to
Frinks 8 miles tarried the night making 33 miles travel
the day Winchester is 13 miles from the line in Maryland

Wednesday 2nd May Came from Frinks to Roysters town
[Reisterstown] 5 miles, a very small town good buildings
from thence to Baltimore 17 miles part the way over a turnpike
light land somewhat stony trees in full bloom land within 7 miles of Baltimore settled handsome situations arrived at one of the clock put up at Stephenson's near the bridge Market street. Took a survey of the City of Baltimore. Find handsome brick buildings streets laid in squares city upwards of one mile in length from north to south thro Hayward and Market street has a large market said city bounded on the South & west by water 3/4 mile from East to west.

Duke University

Bayrd Still