Much has been done toward locating and marking the route of General Sullivan’s northward march through eastern Pennsylvania against the Iroquois Indians during the Revolutionary War, but little attention has been given to the course followed at the same time by Colonel Daniel Brodhead in his highly successful expedition from Pittsburgh through western Pennsylvania to the western Iroquois towns lying near the New York state boundary. It is true that Brodhead’s expedition was secondary to that of Sullivan, that it was inferior in the force of troops engaged, and that it followed more than a month after Sullivan’s expedition had been launched, drawing the warriors eastward and leaving the western towns exposed. The expedition under Brodhead might therefore be considered more of a raid. It was provisioned for only one month.

Nevertheless, this expedition by Brodhead may be considered, if not the largest, certainly the most successful of any military effort that originated at Fort Pitt during the Revolution, and its results in breaking the back of England’s strongest ally were scarcely inferior to those of Sullivan’s performance.

For what meager details we have of Brodhead’s route of march we are dependent almost entirely upon his report to General Washington dated September 16, 1779, after the return of the expedition to Pittsburgh, and quoted references to that report are now being used in this attempt to trace his itinerary up the Allegheny River.

**Pittsburgh Sep’r 16th 1779**

Dear General,

I returned from the expedition against the Seneca & Muncy nations the 14th Inst., & now do myself the honor to inform you how far I have succeeded in prosecuting it. I left this place the 11th of last month with six hundred & five Rank & File, including Militia & Volunteers, & one Month’s provision which except the live Cattle was transported by water under the escort of one hundred Men to a placed called Mahoning, about 15 miles above Fort Armstrong. . .

Brodhead’s force, including commissioned officers, boatmen, pack-horse drivers, and Indians, probably numbered nearly seven hundred men. He had reported to Washington on June 25 that he had upwards of four hundred head of beef cattle and near a thousand kegs of flour, one-half of which probably called for transportation along with salted

1 *Pennsylvania Archives*, first series, 12:155-158.
and dried meats, whiskey, horse and cattle feed, tents, blankets, etc. To transport these supplies by water, Brodhead reported on May 22: "I have about Twenty Canoes ready made of poplar and more making, some will carry two tons." Large poplar trees would be especially suited for dugout canoes, but since there were 150 boat builders engaged on the rivers in that area it is probable that some keel boats were made ready. As to transportation beyond Mahoning, Brodhead had reported on June 5 that there were only 864 horses employed to bring provisions and supplies across the mountains of which 224 were public. It is not unlikely that four hundred or more pack horses were now used in this expedition.2

The route chosen for the land travel northward from Pittsburgh at least as far as the mouth of Kiskiminitas River was undoubtedly the westerly (right) bank of the Allegheny River. In support of this theory the following considerations are worthy of mention. The east-west Great Path of the Indians, later the Traders Path, followed the right bank of the Ohio and Allegheny rivers from the mouth of Beaver Creek via Pittsburgh to a point above the site of Tarentum, before turning eastward, as recorded in the diaries of such pioneer explorers as Christopher Gist and Conrad Weiser. Since then the first highway along the Allegheny River, known as the Kittanning Road, was laid out along the western bank of the river while, due to the rough terrain and crowding hills, no main highway to this day follows the eastern bank. For similar reasons, no doubt, the route of that portion of the Pennsylvania Canal from the mouth of the Kiskiminitas River to Pittsburgh was switched to the western bank of the Allegheny River, even though it involved two viaducts across that river. There is some evidence that rather indirect paths had previously been used through the woods east of the Allegheny by detachments of Brodhead's troops in traveling from Fort Pitt to Fort Crawford (New Kensington), Fort Hand (south of Apollo) and Fort Armstrong (Kittanning). However, Fort Hand was seven or eight miles from the river by the nearest air line and it is unlikely that Brodhead would unnecessarily separate his land and water troops by such a breadth of unbroken, rugged forest. In June a soldier had been waylaid and killed by the Indians between

2 Reports of May 22, June 5 and 25, in Pennsylvania Archives, first series, 12:114, 125, 132.
Fort Hand and Fort Crawford.

In leaving Fort Pitt the boats would load and depart from the Monongahela bank which from the earliest times was the best landing and wharf. The land column would proceed in a northeasterly course along the Forbes Road several miles to a point opposite the old Indian town of Shannopin's, in the neighborhood of Forty Second Street, Pittsburgh, where a ford across the Allegheny River is noted on Lewis Evans' map of 1755.

We have no record of daily progress made by Brodhead's troops. Thomas Hutchins kept a record of distances covered by Colonel Henry Bouquet's expedition in 1764 from Fort Pitt into the Ohio country under similar conditions, showing that after crossing the Allegheny, only one and a half miles were traveled the first day, followed by nine to twelve miles daily before striking rough terrain west of Beaver Creek. While Brodhead's crossing of the Allegheny was no doubt accelerated by the use of partly loaded pack horses at the ford, it is unlikely that his first encampment was farther up the river than Sharpsburg, while his second may have been opposite Fort Crawford at New Kensington and his third at the site of Freeport. Fort Crawford held a garrison at the time and the site of Freeport, then known as Buffalo, was a well-known point on the river opposite the mouth of the Kiskiminitas.

North of the Kiskiminitas River, the old wagon road from Pittsburgh to Kittanning—and the present turnpike—follows the west bank of the Allegheny over somewhat higher and rougher terrain, but nowhere as much as one mile from the water's edge, affording an easy route, such as an Indian trail would be likely to adopt, to the town of Kittanning, whereas a route east of the Allegheny River would ford the Kiskiminitas in the neighborhood of the present town of Apollo and would traverse the paths through the present villages of Spring Church, Elderton, and Blanket Hill, eight to twelve miles from the Allegheny, before reaching Kittanning.

It is true that the west bank of the Allegheny was Indian country under the most recent treaty with the Six Nations while the land lying east of the river, as far north as Kittanning, belonged to the whites and was sparsely settled by them.

Brodhead makes no mention of reaching Fort Armstrong in this connection. Whether he forded the Allegheny there and encamped, or
whether he proceeded up the west bank of the river to a point opposite the "place called Mahoning" is very uncertain. The terrain on either side of the river is hilly and the routes between river and hills are narrow. However, there are two sizeable creeks coming in from the east, each with rough fordings, while on the west bank there is one run between Kittanning and Mahoning.

The foregoing considerations would point to the west bank of the Allegheny as the route used by Brodhead from Pittsburgh to Mahoning and the protection of the boats must have been a prime factor in that regard. The renegade Simon Girty and his western Indians had made a raid against Hollidays Cove a month previously and their ambuscade and massacre, on another occasion, of Loughrey and his troops down the Ohio River, is an illustration of the danger to be guarded against, even though Brodhead's boats had a strong escort.

The "place called Mahoning" was not at the mouth of Mahoning Creek as one might surmise, but was on the large flats several miles below the mouth of that creek, now known as the town of Templeton. Reading Howell's map of 1792 shows Mahoning T. at that location and the stream now known as Mahoning Creek is named by him Mohulbucktitum Creek, a name which it bore until about 1800 when it was changed to Mahoning Creek. The village and station at the mouth of that creek has since been given the name of Mahoning but Templeton is the site of the old Indian town of Mahoning. The river was fordable at the flats below Templeton and the site is well suited for an encampment and making the shift from water to land carriage of the supplies. The lower end of the Templeton flats was probably clear of timber, having served as cornfields for the former Indian town.

The distance from Fort Armstrong (Manorville R.R. Station) to Templeton Station is only 11.3 miles. But the distance to the Mahoning Station is only 12.4 miles, so that Brodhead's estimate of "about 15 miles above Fort Armstrong" in round figures is rather indefinite as regards the location of his encampment.

This same bottom land along the Allegheny River at Templeton is thought to be the spot where, just seven years before, the migrating body of several hundred Christianized Indians, under the leadership of the two Moravians, Ettwein and Roth, ended their long westward trek from their former home at Wheeling on the bank of the Fort
Branch of the Susquehanna, with the valley of Big Beaver Creek as their destination. Here they cut timber and built the boats that were to carry them, their travel-weary women and children along with their animals and earthly possessions, down the Allegheny to Fort Pitt, down the Ohio and up Beaver Creek.\(^3\)

As early as 1826 Templeton operated a “public house” and distillery at the southern end of Mahoning bottom land near the river.\(^4\) This was before the days of railroads and river bridges and betokened a narrow trail down the eastern bank of the Allegheny toward Kittanning or a ford leading to a western trail, or both. Brodhead’s land column, beyond a doubt, used one or the other of these in reaching the camping ground at Mahoning Town.

Continuing the perusal of Brodhead’s report to Washington on September 16 we note that Mahoning is referred to as the place “where after four days detention by excessive Rains & the straying of some of the Cattle, the Stores were loaded on Pack Horses, and the troops proceeded on the march for Canawago on the path leading to Cushcushing.”

Cushcushing was the name for a group of three old abandoned Indian towns centering on the present town of Tionesta on the east bank of the Allegheny River in Forest County. It stands almost due north of Mahoning Town and the mouth of Mahoning Creek. The distance by an air line from the latter point to Cushcushing is slightly less than forty miles while the distance by the river, due to its loops and bends, is approximately one hundred. Yet a few persons have indulged their fancy with the thought that Brodhead followed a “path” along the bank of the river between the two points. To this day there has been no road of any consequence for vehicles cut along the river bank anywhere between Mahoning Creek and Franklin except about ten miles from Parker to Emlenton, so closely do steep hills frequently restrict the flowing stream.

The path from old Mahoning Town to the present town of Mahoning at the mouth of Mahoning Creek would be several miles along

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the present road at the river bank, then turning sharply to the right about one mile along the south bank of Mahoning Creek it would reach a rocky fording to the north bank. This is the spot generally conceded to be the scene of Captain Samuel Brady and party's brilliant attack on a band of marauding Indians just two months before at their encampment while returning northward with their scalps, plunder, and captives. The Indians who escaped no doubt followed the same trail to their upper Allegheny towns that Brodhead was now pursuing.

The assumption that Brodhead took an Indian path leading almost directly northward from the mouth of Mahoning Creek to the present town of Tionesta is based on his crossing the Clarion River near the town of Callensburg, some proof of which will be found later on. An old road, narrow and unnumbered, leads from a bridge in the vicinity of the Mahoning Creek ford northward through the town of Widnoon direct to the Lawsonham railroad station on Red Bank Creek. There is a ripple here which afforded a good fording before the present bridge was built and this road is the logical route of the Indian trail.

This old road continues six miles on a northerly course through the present town of Rimersburg directly toward a fording of the Clarion River called Bullocks Ford, but it stops abruptly four miles short of that ford and detours there with a westerly circuit along Cherry Run valley and through the town of Callensburg, thus avoiding a high hill the peak of which is named Mt. Airy. From Mt. Airy to Bullocks Ford is three miles.

This route, whether straight over Mt. Airy or by the detour, was the customary path followed by raftsmen tramping homeward from Pittsburgh to the lumber regions of the upper Allegheny valley in early days, according to old residents of that vicinity. There remains a trace of an old lane leading from the ford southward about one mile which still goes by the name of Bullocks Ford Road. It continues with an improved road as far as Mt. Airy where it stops, leaving a gap of about one mile between that point and the detour point of the road coming from Rimersburg. It is a fair assumption that the Indian path from the mouth of Mahoning or its near-by ford to the Bullocks Ford at Clarion River passed up the hill through Mt. Airy, but whether Brodhead followed such path or took the detour is a matter of conjecture. It might be worth noting that Captain Samuel Brady, who commanded the flank-
ing scouts on this expedition, later bought some land along the detour at Cherry Run.

This Bullocks Ford is an old landmark in this region. One might think that it got its name from its use in droving beef cattle toward Lake Erie for our troops during the War of 1812, but there is a record recently discovered in the Old Road Docket of the Venango County Court at Franklin of a road authorized to be opened in 1806 from Franklin to "the place known by the name of Bullock Ford on Tobys." Venango County at that time extended to the Clarion River and that river was then known as Tobys Creek. Venango County also extended eastward into the present Clarion County to include its county seat.

This date of 1806, antedating the War of 1812 by six years, proves an earlier fording by beef cattle, and points to Brodhead's expedition in 1779 as the likely origin of the name "Bullocks Ford."

Scull's map of 1770 delineates a long Indian path leading from Venango (Franklin) to Frankstown (near the present Hollidaysburg), the crossing of the Clarion Rover being in the general neighborhood of Bullocks Ford. This path was known locally as the Old Venango Road, according to historian Davis. There were a number of fording places at the Clarion River, notably one known as Canoe Ripple which is three miles upstream from Bullocks Ford, all of which had steep and difficult approaches. The approaches to Bullocks Ford are good at the south and easy at the north.

An unknown traveler has left a record of his itinerary over this Old Venango Path from Venango to Frankstown giving the distance from Venango (Franklin) to the crossing of Tobys Creek as twenty-five miles—which is only slightly more than the distance by air—and stating that at three miles beyond that crossing he came to a parting of the ways. That point would be the top of Mt. Airy, as it is now known. His course from there was rather easterly and it is a fair assumption that the other fork of the path took a southerly course, which would lead into the Indian path that Colonel Brodhead took in advancing northward from Rimersburg or Mahoning Town.

In his above-cited excellent history of Clarion County, Davis states that Brodhead crossed the Clarion River at Bullocks Ford near Callens-

5 Aaron J. Davis, ed., History of Clarion County, Pennsylvania, 62 (Syracuse, N. Y., 1887).
burg and that one of his soldiers who died there was buried at that place. Davis states elsewhere in his history that William Sheffer, a resident of that county, was a grandson of a soldier in Brodhead’s expedition, giving familiar details as to his identity and personality. It is quite apparent that Davis got his traditional information about Brodhead passing at Bullocks Ford from this resident. However, Davis states that Brodhead passed over the Clarion River at Bullocks Ford on the return of his expedition and he quotes Brodhead’s report that in returning from the Indian country he chose to use the Venango Road. Davis erroneously assumed that Brodhead made reference in this respect to the Old Venango Road that passed from Venango toward Frankstown, since that was the Venango road known in the region of Clarion County. All early paths that led to the confluence of French Creek and the Allegheny River were known as Venango Roads. There were in fact five well-known Venango paths. But the Venango Road referred to by Brodhead in his report was undoubtedly the well traveled path from Pittsburgh to Venango lying west of the Allegheny River.

Furthermore, the number of beef cattle that Brodhead took back on his return to Pittsburgh would hardly be enough to leave a name to a fording place on the Clarion River, even if he had chosen such a devious route.

In support of the claim that Colonel Brodhead forded the Clarion River at Bullocks Ford in his northern march, reference is made to Lewis Evans’ map of 1755 which indicates “Tobys Falls,” described as a “rift,” on the Clarion River: also a path leading thence slightly east of north to a crossing of the Allegheny River, and thence northeasterly, vaguely by-passing Cushcushing and Buckaloons. The word “rift” in some dictionaries signifies a ripple in a stream, and a definite ripple existed in the Clarion River at Bullocks Ford, according to old inhabitants, before the construction of a power dam near the mouth of that stream almost back-flooded it.

A direct path from Bullocks Ford to Cushcushing (Tionesta) would pass at some point over Beaver Creek (not to be confused with Big Beaver Creek flowing near the western border of the state). The upper portion and branches of this stream lie in rough country, but at the village of Blairs Corners, four miles distant from Bullocks Ford, the approaches and fording are easy. Furthermore, as early as 1806, Henry
Best built and operated at Blairs Corners the first gristmill in that region east of the Allegheny River. Access to a gristmill would be a prime necessity and the Indian path followed by Brodhead, widened and worn by four hundred animals and six hundred men, would afford a good road for horse and saddlebag. There is no court record of any public wagon road in that region and in that decade other than the aforementioned Franklin-Bullocks Ford road.

In the Venango County Court docket under date of 1839, there is an order for “relocating” a road beginning on the line between Beaver and Elk townships at “the Road Leading from Best’s Mill by Berlins to Hicks Cabin in Pinegrove Township.” Berlin’s was an old-time farm, tavern, and store four miles west of Shippensville on the Bellefonte-Franklin turnpike (Route 322), with the white barn now standing—titled Etzel, 1860. Hicks Cabin was a half mile south of the present town of Venus, where the pioneer State Road from Milesburg to Tionesta was intersected in 1805 by a county road from Franklin. The road mentioned in the above quotation heads directly toward Tionesta and appears to follow Brodhead’s path. That path from Blairs Corners would pass through the present old town of Knox, formerly Edinburg. A few rods north of that town it would follow the right fork and would cross Route 322 at the western edge of the Berlin farm where a single-lane dirt road proceeds northward.

The old road probably followed the ridge land past the Lewis School to a fording of Sandy Creek, as specified for the relocation, and thence ran due north three miles to Hicks Cabin (later John Heunlens) near the present town of Venus.

This Hicks Cabin stood as the outpost of white settlement in the first decade of the nineteenth century and was the point of intersection of the Milesburg-Tionesta-Le Boeuf State Road with the Franklin State Road, and also with the road from Best’s Mill (noted on an old map as Hosterman’s Mill). It will be noticed from the Melish map of 1826 that the Milesburg-Tionesta road, instead of taking a straight course

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6 Venango County Court Road Docket, No. 3, p. 246.
7 Road Docket of Venango County Court, then having jurisdiction.
8 The U. S. Census of 1810 records a John Hix in this Venango County township (Allegheny), and that of 1820, three younger residents named Hicks.
over level ground between the Clarion River crossing and Tionesta, pursues a more southerly course and then turns and curves quickly northward to Tionesta. The Act of 1796, authorizing this state road, carried the provision that the commissioners "shall not stake any part of the said road(s) when they may be carried on roads heretofore laid out and opened." The turning point is at the intersection of a road coming from the south to Hicks Cabin. A plausible explanation of this devious layout of the old state road to Tionesta is that the commissioners wished to strike an intersection with the old Brodhead route at the nearest possible point to curtail expense as well as to comply with the spirit of their instructions.

From the town of Venus, Brodhead's path would proceed almost due north, coincident with the more recent state road, and across Hellock Creek. Then the path would presumably follow down Little Tionesta Creek to its mouth, that being the nearest point on the Allegheny River and distant two miles below the present Tionesta borough. From the mouth of that creek a wagon road now exists along the eastern bank of the river as far as Tionesta borough, suggesting this as the route. Cushcushing, like nearly all Indian town names, covered a group of settlements in the same vicinity. David Zeisberger, the Moravian missionary, wrote in 1768 of three towns there, two to four miles apart, which went under the same name. It is generally assumed that the site of Tionesta borough, at the mouth of Tionesta Creek, was one of those towns. All had disappeared eleven years later, when Brodhead passed by.

Quoting further from Brodhead's report on September 16:

At ten miles on this side the town,9 one of the advanced guards . . . discovered between thirty & Forty warriors coming down the Allegheny River in seven Canoes. These warriors having likewise discovered some of the Troops, immediately landed stript off their shirts & prepared for action, and the advanced Guard immediately began the attack . . . being in the narrows between the River and high hill . . . The next morning the Troops proceeded to Buchloons, where I ordered a small Breastwork to be thrown up . . . and the Troops immediately proceeded to Canawago, which I found had been deserted.

From the mouth of Tionesta Creek the route of the column of men and animals took a northerly course for thirty miles along the Allegheny River in the most difficult terrain of the entire expedition, espe-

9 Conewango, now Warren, Pennsylvania.
cially the first six miles where precipitous hills crowd so closely to the water’s edge as would make it necessary today, were it not for modern roads cut deeply into hillsides, to travel in the water at certain points, both at the east and west banks. General William Irvine, reporting to the governor of Pennsylvania six years later on his exploratory trip through the donation lands, described his travel in the following words: "From Cuskushing to another old Indian Town, also on the Bank of the River, is about six miles; this place is called Canenacai, or Hickory Bottom; here is a few acres of good land and some small Islands, from hence to a place named by the natives the Burying Ground . . . is about thirteen miles; most of this way is also a barren and very high mountain, and you have to travel greatest part of the way in the Bed of the River."10

From Cuskushing to Hickory Bottom there was practically no all-weather trail but from that point to the present town of Tidioute, a distance of about ten miles, the trail would follow the east bank of the river, judging from the U. S. Geological Survey topographical maps, while the trail from Tidioute northward would shift to the west bank. An old wagon road now comfortably runs along that bank from Tidioute borough, the assumed site of the Burying Ground, to the town of Irvine-ton at the mouth of Brokenstraw Creek. "To Brokenstraw Creek, or Buckaloons, from the last named place," according to Irvine’s report, "is about fourteen miles, here the hills are not so high or barren, and there are sundry good bottoms along the River."

It was in this stretch of the journey, about five miles below the old Indian town of Buckaloons, that Brodhead’s column of troops and animals, drawn out in single file over several miles of the trail, met with its surprising adventure which threw the expedition into confusion and caused them to encamp for the night. Continuing the next day to the mouth of Brokenstraw Creek, they proceeded about five miles further along the right bank of the river, now in an easterly direction, to the flats at the mouth of Conewango Creek or "Conawago" town.

Quoting Brodhead’s report of September 16 further:

10 Irvine to John Dickinson, President of the Supreme Executive Council of Pennsylvania, August 17, 1785, in Pennsylvania Archives, first series, 11:516. The “Burying Ground” was on the site of the present Tidioute.
Here the Troops seemed much mortified because we had no person to serve as a Guide to the upper Towns, but I ordered them to proceed on a path which appeared to have been travelled on by the Enemy some time past, & we continued marching on it about 20 Miles. . . . But immediately after ascending a high hill we discovered the Allegheny River & a number of Corn Fields. . . . At the upper Seneca Towns . . . John Montour told me this Town was called Yoghroonwago.

From Conewango the expedition avoided the narrow gorge of the Allegheny River of seven miles and followed the trail over high ground for about fifteen miles, probably the course taken later by an old road which leads through the village of Scandia and down Cornplanter Run to rich fields strewn along the river which they followed northwardly for ten miles or more across the New York state line, destroying great quantities of growing corn.

Thence northeasterly along the rich bottom lands of the Allegheny River that form the present Indian Reservation, the course continued for fifteen miles and eastward three miles further to the present city of Salamanca, New York. At the “upper Seneca Towns” over five hundred acres of growing corn were destroyed and eight towns, including Yoghroonwago. In his letter to General Sullivan after his return to Fort Pitt, Colonel Brodhead wrote: “I marched to the upper town on the River, called the Yahrunqwago . . . about forty miles on this side Jenesseo.” In James A. Seaver’s life story of captive Mary Jemison, first published in 1824, it is stated in a footnote that Brodhead’s expedition terminated at Olean Point. This would have extended Brodhead’s travel along the fertile valley of the Allegheny about eighteen miles southward and eastward. Both Olean and Salamanca are about fifty miles from the Seneca metropolis of Geneseo or Little Beards Town, reached by Sullivan.

Finally quoting Colonel Brodhead’s report of September 16 to General Washington: “On my return I preferred the Venango Road, the old towns of Conewago, Buchloons & Mahusquechikoken, about 20 Miles above Venango, on French Creek, consisting of 35 large houses were likewise burnt.”

The return journey would naturally be in reverse of the forward march, taking in the town sites of Salamanca, Corydon, and Warren as

11 Brodhead to Sullivan, October 10, 1779, in Pennsylvania Archives, first series, 12:165.
far as Buckaloons at the mouth of Brokenstraw Creek, where the garri-
son and stores, along with the sick, wounded, and footsore men and
animals were taken in charge. From Buckaloons the natural course
would be back along the trodden path at the right bank of the Alle-
gheny southwestward to the site of Tidioute in the general direction of
their next act of destruction. General William Irvine took this route
when returning from "Conawagog."  

In his report to Governor Dickinson, previously quoted, General
Irvine stated that from the Burying Ground "three old Indian Paths
take off, one to Cayahaga, on Lake Erie, one to Cuskusky, on the west
branch of Beaver Creek, and the third to a Salt spring, higher up the
same branch of Beaver." Like General Irvine, Brodhead followed a
course through or near the towns of Enterprise and Titusville. From
thence he must have gone southwestwardly over the high ridge to the
vicinity of the present town of Cochranton on French Creek, where
miles of rich bottom lands were found and the unpronounceable town
with cornfields was destroyed.

Whether Brodhead then took up the "Venango Road" via Frank-
lin or proceeded more directly to its intersection near the town of Har-
risville is conjectural. Fort Venango had been destroyed and the place
deserted. An old unsurveyed road later fell into common use from the
village of Carlton, near old Martins Ferry (fifteen miles above Franklin
on French Creek) to the vicinity of Harrisville, via Raymilton, indicat-
ing that such a route was feasible, if not actually created by Brod-
head's force.¹²

The old Venango Road crossed Slippery Rock Creek at the sequest-
ered flat rock fording and the tradition exists that Lieutenant John
Ward on this return trip had a horse fall under him there, thus giving
the name to that creek. The route continued past the spot where the
crumbling Old Stone House now stands and passed about five miles
west of the city of Butler over the well established route to Pittsburgh.

¹² Venango County Court Road Docket, No. 3, p. 18. Petition (1836)
to relocate part of "a road known by the name of the Pittsburgh
Road which crosses French Creek at Martins Ferry."