

The West Milford and New Salem Turnpike

The majority of the citizens in Harrison County paid little attention to the news that the Virginia assembly has passed on March 7, 1850, an act to incorporate the West Milford and New Salem turnpike company.¹ Why would most of the citizens of the county be interested in a road in the southern portion of the county when a turnpike company worked on a road not far from their own houses?

In 1847 the Virginia assembly had incorporated the Clarksburg and Weston turnpike company;² in 1848, the Clarksburg and Buchanan (Buckhannon) turnpike company³ and the Weston and Fairmont turnpike company⁴ in 1849, the Morgantown and Bridgeport turnpike company⁵ and the Clarksburg and Philippi turnpike company⁶; and in 1850, one month before the incorporation of the West Milford and New Salem turnpike company, the assembly passed an act to incorporate the Shinnston turnpike company.⁷

Six turnpike companies building roads⁸ at one time in one county with three-fifths of the cost of the roads to be paid by the state with borrowed money reflected a change in the policy of the State of Virginia which prior to 1831 had borrowed for but one work of internal improvement, the James and Kanawha connection between the eastern and western waters.⁹

The three-fifths of the cost of the turnpikes was to be in the form of stock subscriptions paid by the state after a private turnpike company had sold three-fourths of the subscriptions of the two-fifths the turnpike company must raise toward the cost of the road. In theory, the tolls charged to travel the roads would in time pay for the road; in practice, the state borrowed increasingly large amounts and embarked on a program of what many called extravagance and waste.¹⁰ Between 1831 and 1839, the State of Virginia pledged to buy three-fifths of the stock in twenty-five new road companies; during the 1840's the state invested in an additional forty-eight turnpike companies; and in the 1850's the state invested in seventy-two turnpikes and ten plank roads.¹¹

"Although the Board [of Public Works] generally subscribed three-fifths of the stock in each new company in the 1840's and the 1850's, it maintained but two-fifths of the directors. In many instances the proxies appointed by the state were totally unknown to the Board of Public Works and were, to all intents and purposes, representatives for the company rather than for the commonwealth."¹²

A study of the building of the West Milford and New Salem turnpike reveals a story similar to that of the building of the other turnpikes in the 1840's and the 1850's in Harrison County and in the State of Virginia. The act to incorporate the West Milford and New Salem turnpike stated that the road would connect the Northwestern turnpike road and the Staunton and Parkersburg road at a place near George Lorentz's. The road would follow a route that would run through Jane Lew and West Milford. Books were to be opened in West Milford under the direction of E. W. Patton, Jacob Prichard, Samuel Hoff, Hiram J. Lynch, Eli Marsh, and Charles Holden "and at such other places, under the superintendence of such agents as any three of the commissioners above named may appoint." \$12,000 would be the total amount in subscriptions to be issued in stock costing \$25 a share. The act authorized the Board of Public Works to borrow money to pay three-fifths of the stock to be bought by the State of Virginia.¹³

A. L. Patton was chairman at the first meeting of subscribers to the turnpike held July 29, 1850, in Common Hall in West Milford at the call of E. W. Patton, J. Prichard, C. Holden, H. J. Lynch and announced in the Harrison Republican on July 12, 1850. Alexander Patton was elected president and Hiram J. Lynch and Blackwell Jackson, directors in behalf of individual stockholders.¹⁴ On July 30, 1850, A. L. Patton wrote to the Board of Public Works to recommend that directors on the part of the state be Stephen Bassel, John Kee, and John D. Smith.¹⁵

Edward W. Patton, already appointed engineer, wrote the Board of Public Works on July 12, 1850: "I wish to obtain the use of one of the 'Theodolites' (owned by the State) now in possession of Col. Luther Haymond¹⁶ to survey and locate the new West Milford and New Salem Turnpike Road."¹⁷ And the officers of the turnpike company published an eight-page prospectus "Specifications for the West Milford and New Salem Turnpike Road Taken Principally from the Specifications of the Staunton and Parkersburg Road" in which they stated that the width of the new road would be 15 ft. exclusive of side ditches 1 ft. wide at the bottom and 1 ft. deep. The road would be raised in the middle 1/24 of width. "Every tree within the road and ditches will be grubbed; rocks or stumps showing at the surface will be cut down to a depth of at least 2 ft. Sustaining walls will be of dry masonry. Draining will be carefully attended to with culverts 18 inches square."¹⁸

Someone may have feared the Board of Public Works might think the turnpike officers and subscribers of stock had acted in a high-handed fashion at the meeting in July. W. M. Turner wrote September 1, 1850, from Clarksburg to Robert Johnston, a Clarksburg native who was first auditor of the State of Virginia in Richmond: "The recommendation of the persons as State Directors was only intended as information for the Board of Public Works to show that these persons were thought by the stockholders to be proper for the place. You are personally acquainted with the persons named."¹⁹ C. S. Lewis wrote the second auditor on October 1, 1850, accepting appointment as director on behalf of the state; Stephen Bassel, John D. Smith, John Kee accepted as directors on behalf of the state on October 12, 1850.²⁰

Sometime in the fall of 1850 Edward W. Patton handed the board of directors a description of the new road:

To the President and Directors of the West Milford and New Salem Turnpike Company
Gent

Agreeable to your order I proceeded to make a location of the West Milford and New Salem Turnpike Road: Beginning at a point on the Northwestern Turnpike Road five miles east of New Salem near to the house of Jacob Fultz in Harrison County. Thence up Turkey Run, a small mountain drain to the hill opening the hill to the height of 194 feet, passing a gap and following the range of the hill near one mile on one eastern exposure, than descending the hill to the head waters of Sycamore Creek following the same three and a half miles and crossing it. At this point a bridge of 30 feet span is located and required. Thence up a branch of said creek crossing a ridge to the waters of the West Fork River passing down the same to the river above the Town of West Milford. Thence down the river and crossing it immediately opposite said town. At this point a bridge is required. The natural bed of the river is about 200 feet and will require a bridge of at least 170 feet span at an elevation of 20 feet. This is an important part of this improvement and should be erected at an early day. The river is to [sic] large to cross in the winter season by forcing and not a sufficiency of water for a ferry. The probable cost of this bridge is five thousand dollars including the masonry and superstructure. Thence up the south side of the river to Duck Creek, up the same to its source crossing a hill at an elevation of 130 feet

to the head branches of McKinney's Run at which point we arrive at the Weston and Fairmont Turnpike Road. Thence by the line of same road to Jane Lew, Lewis County, situated on Hacker's Creek, a branch of West Fork River. Thence from Jane Lew up Hacker's Creek (crossing Isaac's Run at this point a bridge is required; one having been erected by the Court of Lewis County during the past year will do for present use) to its forks a distance of $6\frac{1}{2}$ miles. Crossing the main branch of said creek at this point a bridge of 30 feet span is required. Thence up Buckhannon Run to its source crossing the Buckhannon Mountain at an elevation of 607 feet on the North Side. Descending we arrive in the valley on the South Side at 77 feet. Thence down a drain to the Staunton and Parkersburg Pike at the residence of George W. Lorentz. The whole distance between the points connected by this improvement is 29 miles 15 chains and 06 links as follows (to wit)

	M	C	L
From N. W. Pike to West Milford	9	11	39
From West Milford to Weston & Fairmont Pike	5	79	18
From Junction to Jane Lew	3	00	82
From Jane Lew to Staunton & Parkersburg Pike	11	03	67
	<hr/>	<hr/>	<hr/>
less 3 miles and 82 links the distance on W & F Pike	29	15	06
	3	00	82
	<hr/>	<hr/>	<hr/>
Whole distance of road to make	26	14	82

The probable cost of construction will not exceed four hundred dollars per mile. The soil along the entire line of this road is favorable to the construction of a mud turnpike being principally clay intermixed with shale rock and gravel and all upon southern exposure.

Owing to the peculiar location of the country through which the road passes, it was with great difficulty that a grade could be had at 4^0 but by perseverance it was obtained over four hills all of considerable elevation.

All of which is respectfully submitted

E.W. Patton, engineer
West Milford & New Salem
Turnpike Road ²¹

Late in the fall of 1850 stockholders living in Lewis County decided that people around West Milford had started the idea of building a turnpike because they wanted a bridge built across the West Fork River in West Milford. Lewis County stockholders feared that the road over Buckhannon Mountain would never be built. They met in Jane Lew December 14, 1805, and adopted unanimously resolutions drawn up by Blackwell Jackson, John Starcher and D. H. Smith and signed by Thomas Hinzeman who had been appointed president of the meeting. The resolutions read in part:

At the time of receiving our subscription to this company, it was clearly the understanding with us and the commissioners that the road was to be completed before building the bridge across Wesfork [sic] River at West Milford. We are satisfied if the portion of the road unsold out remains unmaid [sic] that the road will not be of any use to the traveling community. The portion unlet to contractors is one of the worst mountains we have in our section and the unlet is a distance of about 6 miles. The stock taken together with the subscription on the part of the state amounts to about \$11,000 and the amount of road sold is about 21 miles which costs about \$5,522 and the probable cost of the bridge will be \$5,000 or \$6,000. Therefore

Resolved that we ask the board of Public Works to instruct the directors on the part of the state of this company to go on and completat the road before making the bridge across the West Fork River at West Milford as we think it an improper course for the welfare [sic] of this company to construct the bridge prior to the completion of the road²²

Early in 1851 stockholders in the West Milford area told the Board of Public Works their story:

At a meeting of a large majority of the stockholders in West Milford and New Salem Turnpike Company held in Milford on the 3rd of the present month [March 1851] for the purpose of adopting measures best calculated to secure the construction of a bridge across the Westfork River at the village aforesaid and thereby cause the improvement to be one of more general utility and also more value to the stockholders and the state, it was resolved that a committee of three be appointed to communicate with the Board of Public works on the subject.

In order to give you a correct view of the matter we will first state that the petition for a charter was gotten up in Milford and its vicinity and when the bill passed to incorporate a company upon the 3/5 plan and books having been opened to receive subscriptions for the stock, all but about \$700 was taken by the citizens of West Milford and the surrounding neighbourhood²³ and principally with a view to the building a bridge across the river at the above named place ...

Five miles [of the road] let to be constructed lies in Lewis County which will cost as much as the amount of stock taken in that county. Subsequently the bridge was advertised and bids were received for its construction ...

We the committee on behalf of the stockholders would respectfully represent that the road would be entirely useless without the bridge and not only the stock subscribed by individuals but that subscribed by the Board of Public Works would be thrown away upon a work that would never avail anything either to the company or the travelling community without the bridge. We also remonstrate against the injustice of taking the money subscribed by the people of Milford and the County of Harrison to build a road in the County of Lewis and more especially when we are convinced that if a bridge is not built it will prove ruinous to the whole work, we therefore ask your honourable body to consider the injustice of the course ...²⁴

While Lewis County subscribers and Harrison County subscribers quarreled about the bridge, Edward W. Patton worked on the road which started on the Northwest turnpike at a town in 1982 called Wolf Summit on Route 50 and ran southeast to Sycamore Dale near present Route 19, a point six miles from Clarksburg.

The Harrison County court on June 15, 1851, "ordered that Waldo P. Goff be appointed a commissioner to subscribe \$2,400 for and on behalf of this court to the West Milford and New Salem turnpike company for the purpose of constructing a branch of said road from some point on Sycamore Creek or its waters to Clarksburg and building a bridge upon the line of said branch across the West Fork River at or near where the old Toll Bridge [river bridge at mouth of Elk Creek] now stands ..."²⁵, and on September 4, 1851, appointed three commissioners "to ascertain whether the road from the Weston and Fairmont turnpike to the Northwestern turnpike is completed according to their charter."²⁶ The commissioners reported that the first, second, and third sections of the road were completed.²⁷

By the end of September 1851 the company had spent \$3,802.51²⁸ making the West Milford and New Salem road, or about one half the total cost of the road and by the end of September 1852, when the company had spent

\$7,568.75²⁹ making the road, the work of construction was finished.

The "Branch Road to Clarksburg" was finished by September 1853, when the Board of Public Works reported that the construction of the road and bridge had cost \$5,502.06 with \$3,600 of the \$6,000 cost of the project paid by the Board of Public Works.³⁰

In their report to the Board of Public Works in 1853 the directors said that they had spent \$11,275 on the West Milford and New Salem turnpike. They told the Board of Public Works that one toll-gatherer, Daniel W. Lynch, was allowed to keep 20% of the tolls he collected as payment for his work. A second toll collector, W.G. Ward, kept six miles of the road in repair in return for all the tolls he collected on a stretch of the road. "The superintendent," reported the directors, "keeps the balance [of the road] in repair."³¹

Reports were sent to the Board of Public Works each year in the 1850's. The 1860 report to the Board of Public Works, similar to all others sent the board 1852-1859, was as follows:

WEST MILFORD AND NEW SALEM TURNPIKE CO.

Return of the West Milford and New Salem Turnpike Company for the year ending September 30, 1860.

Capital stock \$ 12,000:		
Subscribed by individuals 192 shares at \$ 25,	-	4,800 00
Subscribed by the commonwealth 288 shares at \$ 25,	-	7,200 00
Tolls and rent from the commencement of work to date,	-	166 44
Interest,	-	2 13
		<u>\$ 12,168 47</u>
Amount of commonwealth's subscription unpaid,	-	273 92
Amount of individual subscription unpaid,	-	182 61
Expended since the commencement of work:		
Printing,	-	41 11
Locating,	-	342 02
Postage,	-	2 93
Books and stationery,	-	2 99
Draft of bridge,	-	5 00
Seal for company,	-	5 00
Making road,	-	7,568 65
Bridge over Jeuse's run,	-	225 00
Superintendent's fees,	-	350 83
Treasurer and clerk,	-	758 34
Attorneys' fees,	-	112 00
President and directors' fees,	-	104 00
Bridge,	-	1,800 00
Discount on drafts,	-	2 23
Costs,	-	1 30
Toll receiver's compensation,	-	27 23
Repairs,	-	323 96
Commissioner's fees,	-	8 00
Cash on hand September 30, 1860,	-	30 55
		<u>\$ 12,168 47</u>

Length of improvement, 29 miles--26 finished--3 miles on the Fairmont and West Milford turnpike.

Road kept in repair for the tolls.

Average cost per mile, \$ 291 10.

No record was found in its archives as to whether the Board of Public Works entered the contention over building a bridge across the West Fork River at West Milford. The reports 1853-1860 show that Lewis County citizens got the road built over the Buckhannon Mountain near Lorentz. (The "bridge" which cost \$1800 in the 1860 report is probably the bridge across Sycamore Creek.)

West Milford people in Harrison County and Lewis County people must have quarreled for a decade, a quarrel which culminated in an act of the Virginia Assembly February 24, 1860: "... the individual stockholders residing in the counties of Lewis and Upshur, of the West Milford and New Salem turnpike company ... may be constituted a body corporate ... and shall be called The Jane Lew and Upshur turnpike company ... and may manage that said portion of said road within the counties of Lewis and Upshur ... The said West Milford and Salem turnpike company shall have the control and management of the residue of the road."³³

West Milford wanted a bridge. Citizens had enough wallop to get a bill for funds for a bridge passed March 26, 1860: "Be it enacted by the general assembly, that the capital stock of the West Milford and New Salem turnpike road company be hereby increased by the sum of five thousand dollars, for the purpose of constructing a bridge thereon over the West fork river at the town of West Milford; and that whenever individuals, solvent and able to pay, or the county court of any county or counties, or both shall have subscribed for two thousand dollars thereof, the Board of public works, on behalf of the commonwealth, shall subscribe for three thousand dollars thereof; and that the Board of public works may borrow money therefor, upon the terms now or hereafter prescribed by law for such purposes."³⁴

Fate had other plans. Instead of watching workmen erect a bridge in their town, West Milford citizens in a year would watch the young men of the town march off to war.

West Milford citizens were tenacious. Fifteen years later they got their bridge after a struggle described by Harvey W. Harmer:

As the [county] court did not see fit to build a bridge, some of the most influential citizens of the town [West Milford] and surrounding county formed the Harrison Bridge Company, a corporation, to build a bridge. John D. Smith, who lived on Duck Creek, became President, Clark Helmick, Secretary, and Bennett D. Rider, Treasurer. The later [sic] two lived in West Milford. The County Court was asked to subscribe for some of the stock, and on March 16, 1872, Thomas M. Hornor, then a member of the Court, moved that the question of "subscribing for 80 shares of the stock, or \$2000 in the bridge company be submitted to the qualified voters of the county at the election to be held May 23, 1872." Hornor's motion carried, but on April 8th next, David M. Shinn, also a member of the Court living at Shinnston, moved that the order to subscribe be repealed. But the very next day the Court, without waiting for a vote of the people, made an order to subscribe for \$2000 worth of stock in the bridge company, and on August 9, 1872, Judge Thomas W. Harrison, a Clarksburg attorney, was appointed a Commissioner to represent the County in the building of the bridge.

During the next two years while work on the bridge was being done, a debt of \$725 was incurred. At a meeting of the company it was agreed to sell all the property and charter rights of the bridge company to Harrison County.

Starting to build, and the delays in building, increased the desire of many persons and also the necessity for the bridge. Therefore another effort was made to get the Court to complete the bridge, and on August 11, 1875, the Court agreed to pay off the debt against the bridge company in consideration that the company transfer all the property and franchises to the County. That was done and soon thereafter the bridge was completed.³⁵

But something still did not like the bridge. It washed away thirteen years later in the flood of 1888.³⁶

FOOTNOTES

1. Virginia, General Assembly, Acts 1849-1850, pp. 98-9.
2. Books for sale of stock, not to exceed \$12,000, were to be opened in Weston under the superintendence of Lewis Maxwell, Minter Bailey, Jonathan M. Bennett; in Jane Lew: Stephen P. Maxwell, Walter McWhorter; Guseman's Mills: Joseph Guseman, William Burnside; Millford: Alexander M. Austin, Alexander L. Patton, Ebenezer W. Patton; Abel Bond's Mill: Abel Bond, Jr., Reuben Bond; Clarksburg: Nathan Goff, Aaron Criss, Phineas Chapin, Eli Marsh, Benjamin Russell. Virginia, General Assembly, Acts 1846-1847, pp. 121-2.
3. Books for sale of stock, not to exceed \$15,000, for a road to run from Clarksburg to Buchanan (Buckhannon) were to be opened in Clarksburg under the superintendence of George H. Lee, Robert Johnston, Charles Lewis, Edmund L. Stealey, Richard Fowks, Hamilton G. Johnson; Romine's Mill: E.S. Duncan, Andrew Radcliff, John T. Shuttlesworth, Edward Stewart, Martin E. Hall; Buckhannon: David S. Pennell, Leonard Lowden, Adam Carper, David S. Hazeldon, John B. Brake. Virginia, General Assembly, Acts 1847 - 1848, pp. 419-20.
4. Books for sale of stock, not to exceed \$16,000, for a road to run from Weston by Clarksburg and Shinnston to Fairmont were to be opened in Weston under the superintendence of Charles B. Bayly, Jonathan M. Bailey, William J. Bland, Weedon Hoffman; West Milford: Alexander L. Patton, John Hoff, Samuel Sheets, Alexander Austin; Shinnston: Seth M. Shiner (Shinn), John M. Fertney (Fortney), Reason K. Shinn, James W. Jane; Clarksburg: Gideon D. Camden, John S. Duncan, Waldo P. Goff, Aaron Criss, Benjamin Bassell, Jr., Cyrus Vance, Cruger Smith; Fairmont: P. B. Arnett, John J. Moore, Thomas L. Boggess. Virginia, General Assembly, Acts 1847-1848, pp. 218-9.
5. Books for sale of stock, not to exceed \$10,000, for a road to run from Morgantown to Palatine and Boothsville to Bridgeport were to be opened in Morgantown under the superintendence of Guy R. C. Allen, George S. Ray, John Watts; Palatine: Thomas S. Haymond, Hiram Haymond, Zedekiah Kidwell, Jr.; Boothsville: George M. Ryan, Thomas Knotts; Bridgeport: William Johnson, Joseph Johnson, Nathaniel Winter. Virginia General Assembly, Acts 1848-1849, pp. 128-9.
6. Books for sale of stock, not to exceed \$10,000, for a road from Philippi to Clarksburg were to be opened in Clarksburg under the superintendence of Luther Haymond, Nathan Goff, John S. Hoffman, Charles Lewis; Philippi: L. D. Morrall, Charles S. Hall, Edwina D. Wilson, Elam D. Tolbert. Virginia, General Assembly, Acts 1848-1849, pp. 129-30.
7. Books for sale of stock, not to exceed \$12,000, for a road to run from Shinnston by way of Lumberport to the Salem and Sistersville turnpike at some convenient point in the county of Doddridge or Tyler were to be opened in Shinnston under the superintendence of Seth Shinn, William Wilkinson, Job M. Shinn, Jesse Flowers; Lumberport: F. Y. Hornor, Jacob Bowman, Caleb Boggess, James Y. Hornor. Virginia, General Assembly, Acts 1849-1850, p. 99.
8. Perhaps because stock was offered at \$100 per share, the Clarksburg and Weston turnpike company failed to raise 2/5 of the capital that must be raised by private subscribers. The other turnpike companies cited in this study were authorized to sell stock at \$25 per share.
9. Philip M. Rice, Internal Improvements in Virginia 1775 - 1860. pp. 187-8.
10. Ibid., p. 215.
11. Ibid. p. 292.
12. Ibid.
13. Virginia, General Assembly, Acts 1849-1850, pp. 98-9.
14. Specifications for the West Milford and New Salem Turnpike Road Taken Principally from the Specifications of the Staunton and Parkersburg Road. Virginia Board of Public Works, "West Milford and New Salem Turnpike," manuscript division, Virginia State Library.
15. A. L. Patton to the president of the Virginia Board of Public Works, July 30, 1850. Virginia Board of Public Works "West Milford and New Salem Turnpike," manuscript division, Virginia State Library
16. A theodolite once in the possession of Luther Haymond is displayed in 1982 in the Stealey-Goff-Vance House, 123 West Main Street, Clarksburg, W. Va.
17. Edward W. Patton to the Board of Public Works July 12, 1850. Virginia, Board of Public Works, "West Milford and New Salem Turnpike," manuscript division, Virginia State Library.
18. Specifications for the West Milford and New Salem Turnpike ..., Virginia, Board of Public Works, "West Milford and New Salem Turnpike," manuscript division, Virginia State Library.
19. W. M. Turner to Robert Johnston September 1, 1850. Virginia, Board of Public Works, "West Milford and New Salem Turnpike," manuscript division, Virginia State Library.
20. C. S. Lewis to the second auditor of Virginia October 1, 1850; J. D. Smith, J. Kee, S. Bassel to the Board of Public Works, October 12, 1850. Virginia, Board of Public Works, "West Milford and New Salem Turnpike," manuscript division, Virginia State Library.
21. Virginia, Board of Public Works, "West Milford and New Salem Turnpike," manuscript division, Virginia State Library.
22. Ibid.
23. In a list of Private stockholders in the West Milford and New Salem Turnpike Company September 1860, most names are those of people living in the West Milford area: 24 shares: W. W. Craver (Cramer?); 9 shares: Lewis County Court; 5 shares: W. G. Coberly; 4 shares: A. M. Austin, S. Bassel heirs, Jas Boring, B. Bussy, Eli Marsh, R. Perine, E. Post; 3 shares: A. Coffindaffer, E. W. Patton; 2 shares: L. Bowen, Jas. Gaston, Jn. Gaston, Wm. Gaston, Jas. Gusman, Jn. Highland heirs, B. Jordan, Z. Jordan, Jn. Kee, Isaac Lynch, H. J. Lynch, A. L. Patton, J. Prichard, J. Somerville, S. Ward; 1 share: W. Alkire, D.S. Allman, G. Allman, M. Allman, S. Barnett, A. Bartlett, G. Bastable, E. T. Bartlett, R. Batten, S. B. Bennett, S. Boring, S. B. Bonnett, G. W. Burgess, B. Clemens, J. P. Chevront, H. Cottrill, H. Cookman, E. Cozad, J. Cozad, M. Cowell, H. Eib, J. H. Fox, R. S. Hanna, J. Highland, T. Highland, A. Hinzman, T. C. Hinzeman, A. S. Holden heirs, C. Holden heirs, B. Huff, D. Hurst, B. Jackson, R. Jackson, H. Kelly, J. B. Lambert, G. Lawson, C. S. Lewis, C. W. Lorentz, J. Lorentz, E. J. Lowther, H. M. Lowther, J. S. Lowther, Jesse Lowther, D. W. Lynch, A. H. Maxwell heirs, M. Maddox, Wm. Maddox, O. L. Medsker, H. M. Miller, J. M. Morrison, Wm. Morrison, Jas. Patton heirs, M. G. Patton, D. S. Pennell, I. Perine, Jr., E. Prichard, T. Ramage, H. Regar, E. C. Spary, C. Smith, C. G. Smith, D. Smith, D. H. Smith, J. D. Smith, S. M. Smith, W.U. Smith, W. Smith, J. Starcher, H. Stout, A. K. Straley, E. P. Sullivan, J. Swisher and sons, G. W. Swisher and J. Hinzman, M. H. VanHorn heirs, P.G. Wagoner, H. Waldeck, L. Washburn, A West heirs, A. D. and W. West, E. R. and M. J. West, J. B. West, E. Williams, J. A. Williams. Virginia, Board of Public Works, "West Milford and New Salem Turnpike," manuscript division, Virginia State Library.
24. Virginia, Board of Public Works, "West Milford and New Salem Turnpike," manuscript division, Virginia State Library.
25. Harrison County, Va. (W. Va.), Court, Order Book 1848-1853, p. 243,
26. Ibid., p. 260.
27. Ibid., p. 327.
28. Virginia Board of Public Works, Annual Report 1851, p. 123.
29. Ibid., 1852, p. 81.
30. Ibid., 1853, p. 146.
31. Ibid.
32. Ibid., 1859-1860, p. 528.
33. Virginia, General Assembly, Acts 1859-1860, pp. 281-2.
34. Ibid., p. 293.
35. Harvey W. Harmer, Covered Bridges of Harrison County West Virginia, pp. 91-2.
36. Ibid., p. 93,

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