

some history of the Wellsburg and Washington Turnpike, which was originally intended, if not to take the place of that portion of the National road extending from Washington to Wheeling, at least to divert at the former place some portion of the stream of travel in the direction of Wellsburg. It is a contemporary of the Cumberland road, and is one of the very oldest macadamised roads west of the Allegheny mountains. The original charter was passed in 1808. It commences in rather grandiloquent style by reciting that it "is contemplated to build a continuous highway from the city of Philadelphia and from the 'Potomac' river, to Charlestown, to intersect the Federal Highway from the Potomac to the Ohio, at some point, between Washington and Brownsville, Pa. Books of subscription were authorised to be opened and Col. James Marshall, Oliver Brown, Moses Congleton, John Connel, N. P. Tilinghast and James Perry were named commissioners. The capital stock was to be \$15,000, divided into shares of \$50 each and it was specially provided, that all excess of profit *over 15 per cent*, was to be applied as a sinking fund for paying back the stock of the road. Nothing, however, appears to have been done under the charter until about the time when the National Road had come into such bad repute for the want of repairs, that there was a prospect of its abandonment from Washington to Wheeling. The possibility of the Wellsburg route being adopted in that case, encouraged the corporators again to open their books. Col. James Marshall a man of great enterprise and public spirit appears to have been particularly active. About the year 1825, stock was subscribed and the route surveyed and the road actually put under contract. Considerable