

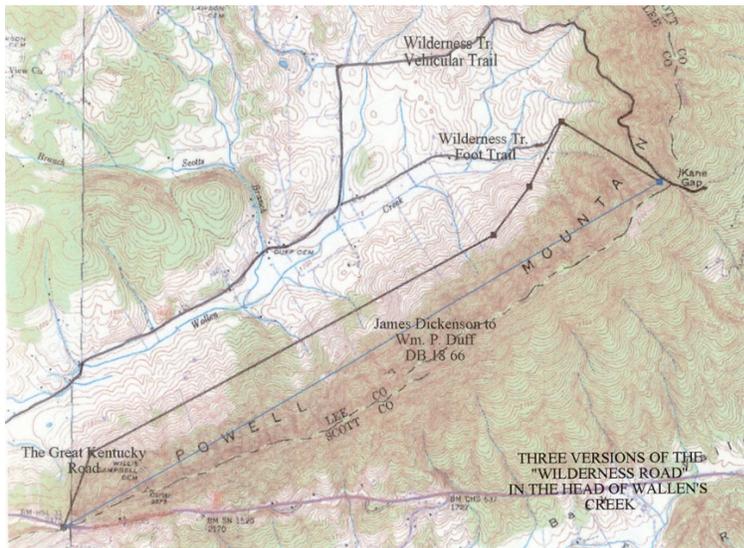
THE COURSE OF THE DANIEL BOONE WILDERNESS TRAIL THROUGH THE DUFFIELD INDUSTRIAL PARK AND ITS ENVIRONS

THE KANE GAP TRAIL

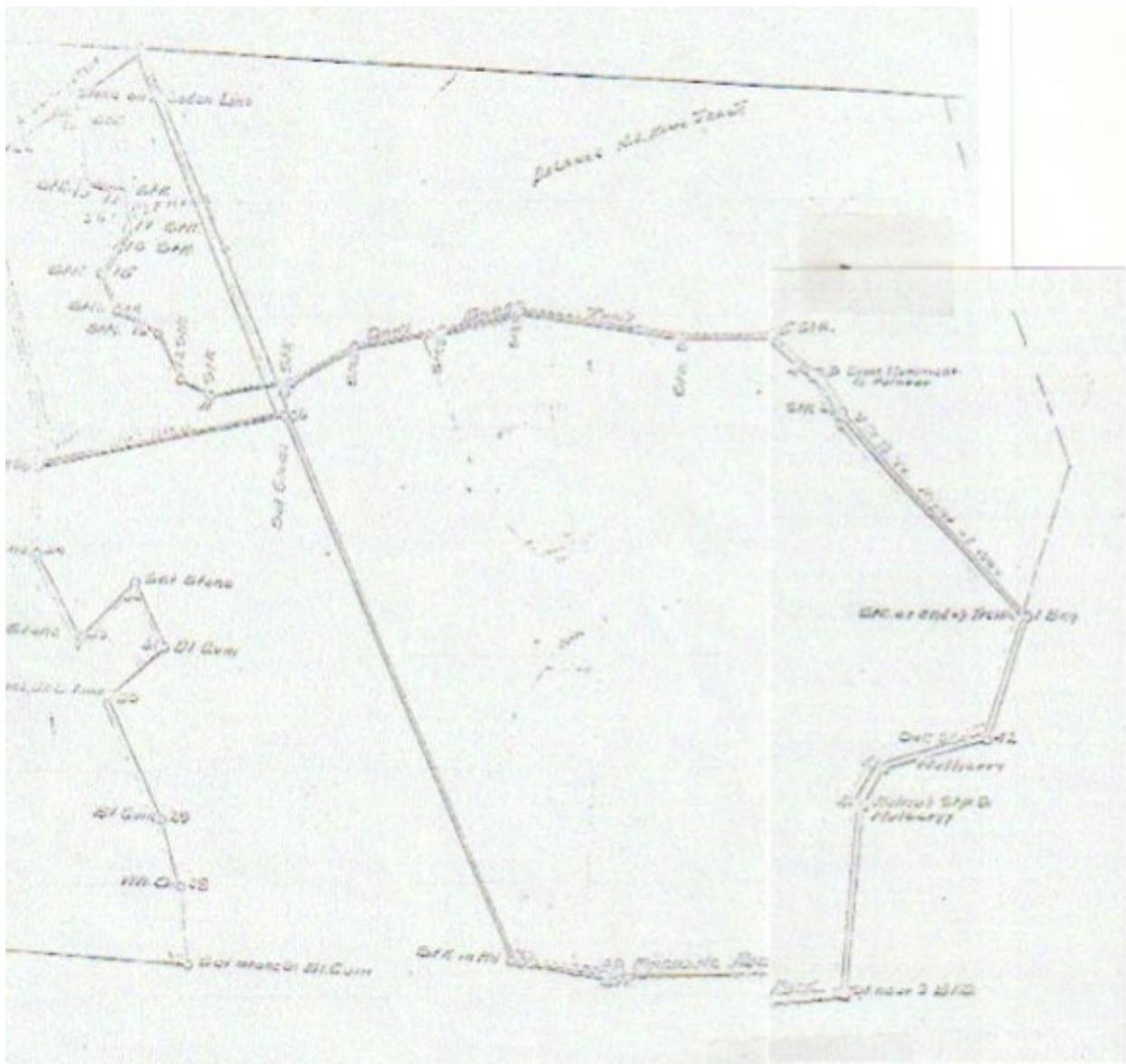
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Big Stone Gap, Virginia
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Known by a multiplicity of names – Athawominee, the Great Warrior’s Path, the Great Road to Kentucky, the Wilderness Road, the Daniel Boone Trail – the trail has undergone a multiplicity of changes through the years. Even the bottom land of the North Fork of the Clinch River (there are two North Forks, the other being near Tazewell, Virginia) has been significantly rearranged by bull dozers, thus distorting the original landscape. Several old maps documenting these changes have recently become available to the author, providing the opportunity to document these changes.

The location of the trail through Kane Gap is documented by several sources in early records.⁽¹⁾ The deed of May 1877 whereby James Dickenson sold land along the northern slope Kane Gap, but also the later relocation via Eller’s Gap, which had been made prior to 1807, the date of the Map of Bishop James Madison⁽¹⁾. Between 1912 and 1915 the Daughters of the American Revolution placed roadside markers on the trail, one of them being at the northern end of Duffield. Most of the markers were plaques of cast iron (some of it salvaged from the Battleship Maine), but the one placed at Duffield was a special one, a bronze eagle sitting atop a metal shaft. The location of this marker is recalled by the author and by others, and is documented on maps accompanying a 1925 deed.⁽⁴⁾ The map itself was drawn by a survey of 1919. About 1960 this marker was struck by an automobile, and years later was replaced at the north eastern corner of the intersection of routes US23 and US 58-421 in the center of Duffield.



THREE ROUTES OF THE TRAIL DOCUMENTED ON A DEED IN JONESVILLE – DICKENSON TO DUFF



This 1919 map notes the location of “D. Boone Monument” near the end of a survey line to the northwest of the western end of the railroad trestle that crosses the highway at the southern end of the older section of Duffield. This surveyor’s map shows the route of the trail through Kane Gap and into Lee County, where it crosses Lovelady Gap to Green Hill on the Woodway Road. The 1925 deed and its map specify that a judge had declared this route running from the Duffield Depot to Green Hill as being a public easement providing egress and ingress forever.

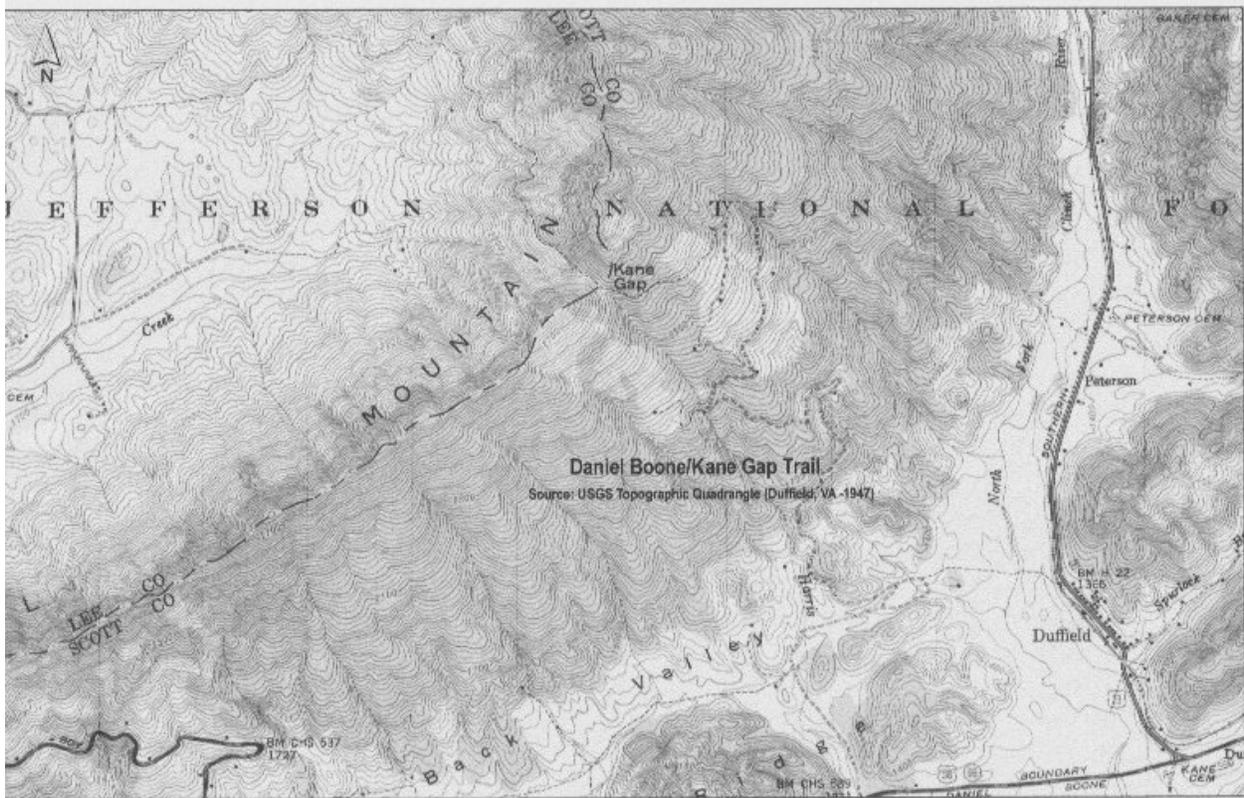
A 1962 map is an aerial view of the northern end of the Industrial Park taken before any of the rerouting of the river and roads. Note the large flood plain south of route 772. The bronze eagle stood where that road joins Old US 23. Immediately north of that monument the current old US 23 ends by curving uphill to join the present 4 land US 23. The western end of 772 is now

Fraley Ave. The river has been straightened. A faint line running from the southeast to the north west can be seen running from 772. That is the Wilderness Trail. The west end of the trestle is noted. That places the railroad squarely on top of the trail, which has been relocated to the western side to the track. Cattle drives were conducted from the upper end of Wallen’s Creek Valley through Kane Gap to the stock pens at the Duffield Depot for loading onto stock cars. This was done by Fred Steel about 1900.⁽⁶⁾



1962
MAP

Look at the 1947 Topographic Map. Locate the village of Duffield in the lower left hand corner. Note the dashed line representing 772. That gives the location of the Boone Monument. Go westward and note the double dashed road taking off 772 and up Harris Branch. The pioneer trail followed the crest of the ridge running to the right of that branch to the right of Kane Gap. The zig-zag road to the right of that is the more ‘modern’ vehicular trail used by wheeled vehicles. Specifically, mail was carried by horse, and later by a motorcycle with a side car to Green Hill from the depot.⁽⁷⁾ The original Indian and pioneer trail took off down the mountain near the terminal ‘N’ of the label ‘mountain’ and joined the state route shown under the label ‘Jefferson’. Both versions of the trail joined the hard topped State 612.



1947
MAP

Bibliography:

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- 3 – DAR Boone Tr. Markers - <https://www.dar.org/national-society/historic-sites-and-properties/daniel-boone-trail-cumberland-gap>
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