

Cover Sheet

Overview

This is a chapter from the fourth edition of the e-book “**In Search of the Turkey Foot Road: Unraveling the mystery, charting new history, plotting the route**” (2014). To access other chapters, see the [online table of contents](#).

As described on pages 3 to 6 of [Addendum A](#), the fourth edition mistakenly claims that a dashed line route on the 1755 Fry and Jefferson map is an antecedent to the Turkey Foot Road. Shortly after publication, I realized that the dashed lines actually represent Christopher Gist’s second Ohio Company Tour. If that or another known mistake affects this or another chapter of the book, the relevant text will be highlighted in yellow, and the mistake will be briefly described in a comment that is accessible via a clickable comment icon.

In this and other chapters of the book, any supplemental information will be provided via clickable comment icons, inserted yellow sheets, or other readily identifiable means.

L. Dietle

August 23, 2026

31. The proven northern route to Harnedsville

Introduction

The route covered by this chapter is illustrated on the 1818 Melish-Whiteside manuscript map of Somerset County and its published 1830 derivative, and has been proven by clear references to the Turkey Foot Road in early property surveys. This proven route takes a northern turn at the foot of Negro Mountain. The next chapter covers several southern routes that are not shown on the Melish maps, and have not been proven by surveys. Two of the southern routes may be the result of interpretation of the 1792 Howell and 1794 Griffith maps, combined with local tradition. One of the southern routes is based on traditions that are supported by landscape scars.

The early surveys establish the path of a northerly turn

The early property surveys in what is now Elk Lick Township prove that west of the Christian Hochstetler property, the Turkey Foot Road made a northerly turn at the eastern foot of Negro Mountain. This route, proven by the surveys, is in harmony with Jack Pyle's 1976 article. [Figure 0333](#) is a copy of a portion of the 1939 W.P.A. map of early Elk Lick Township surveys that has been marked up to show what examination of the survey documents revealed. The northwestern arm of the Christian Hochstetler property can be seen in the lower right-hand corner of the figure.

[Figure 0334](#) is a present-day property tax map that has been marked up to show the route indicated on the early surveys. It shows that the general path of the northerly turn that is proven by the early surveys correlates well to the present-day Savage Road, which is otherwise known as State Route 2002 or Legislative Route 55010. This route, proven by documentary evidence, correlates roughly with the route that is illustrated somewhat schematically on the 1818 Melish-Whiteside map of Somerset County ([Figure 0083](#)) and its 1830 derivative ([Figure 0784](#)). [Figure 0351](#) is a collage of Addison and Elk Lick Township maps from the Beers 1876 "**County Atlas of Somerset Pennsylvania**" that shows that even then, the route still had a lot more twists and turns than what the schematically drawn surveys indicate. (The complete 1876 Elk Lick Township map is included as [Figure 0022](#).)

The surveys that show the northern turn are from 1794 and 1795. Since then, Americans have had over 215 years to improve their roads, and nearly a century where both bulldozers and high explosives have been available. When we indicate that a modern road is the present alignment of the old road, we are not implying that every inch of the present-day road is positioned on exactly the same ground as it was in the 1700s. We simply mean that a number of present-day roads, and roads that appear on post-1876 maps, follow the same general routes that are shown on significantly earlier maps and surveys. Because it typically followed logical routes, the Turkey Foot Road was the antecedent to various present-day roads, even though parts of the route have been straightened, graded, widened, paved and in some places moved or abandoned.

The 1795 Riley Lee survey

The 1795 Riley Lee property is located south of the Ann Moore property, and west of the Joseph Gundy property. Although the Riley Lee survey ([Figure 0329](#)) does not show the Turkey Foot Road, it states that the property is “*Situate on the Waters of Abraham Peacheys mill Run and Joining the Province Line and the Turkey Foot Road in Ellick Township...*”. Taking the 1795 Ann Moore survey (below) into consideration, the road probably just nipped the northeastern corner of the Riley Lee property.

The 1795 Ann Moore survey

The 1795 Ann Moore survey ([Figure 0328](#)) states that the property is “*Situate on the Waters of the little Crossings and on the Turkeyfoot Road in the Negro Mountain ain in Elk lick Township somerset formerly Bedford County...*”⁶³² and shows the road crossing into the adjacent Joseph Gundy property to the southeast and the Leonard March property to the north. The Ann Moore survey refers to the Casselman River as the “*little Crossings*”, using a statement that meant that the property is drained by the Casselman River.

The 1795 Leonard March survey

The 1795 Leonard March survey ([Figure 0330](#)) states that the property is “*situate on the Waters of Ellick Creek on both sides of the Turkeyfoot Road leading to Fort Cumberland in Ellick Township Somerset formerly Bedford County...*”. The survey shows the road crossing the southern and western property boundaries, and into two different Ann Moore properties. The property to the west that is labeled “*Ann Moore*” is labeled “*Enos Cory*” on the 1939 W.P.A. map of early Elk Lick Township surveys. That survey could not be located. The reference to “*Fort Cumberland*” is long after the fort structure was demolished, and demonstrates (as do other records) that the town itself was for a time known as “*Fort Cumberland*”.

The 1794 Mary Moore survey

The Mary Moore property is due west of the Leonard March and Enos Cory properties. The 1794 Mary Moore survey ([Figure 0331](#)) states that the property is “*Situate on the south side of the Turkeyfoot Road on the Waters of Jones’ Mill Run in Turkeyfoot township, Somerset Formerly Bedford County.*” A road is shown to touch the northeastern corner of the property.

The Jan Moore property is due south of the Mary Moore property. Its survey ([Figure 0332](#)) states that the property is “*Situate on a branch of Jones’s Mill Run on the West side of Negro Mountain and South of the Turkey foot Road in Turkey foot township, Somerset late Bedford County...*”. Immediately west of a different Jan Moore survey, the 1794 Christopher Moore survey (Book C-142, Page 150) states that the property is “*Situate on the Waters of Jones’s Mill Run and on the South side of the Turkey foot Road in Turkey foot Township Somerset formerly Bedford County...*” The Christopher Moore survey can be located by reference to [Figure 0294](#).

Pre-1779 properties

The 1776 Jacob Weiss “*Poor Turkey*” survey (Book C-22, Page 255), which is due north of the 1794 Mary Moore survey, makes no mention of the Turkey Foot Road. The 1776 John Shee survey (Book A-11, Page 94), which is due west of the Jacob Weiss survey, also makes no mention of the road. Since Clinton did not cut his part of the Turkey Foot Road until 1779, the lack of a road on

⁶³² According to “**Pennsylvania Statutes at Large**”, Chapter MDCCCLI, “*An act for erecting part of the county of Bedford into a separate county*” was passed April 17, 1795.

these pre-1779 surveys suggests, but does not prove that Clinton cut the route that is shown on the post-1779 surveys and the 1818 Melish map ([Figure 0083](#)).

Maple Glen Church of the Brethren Cemetery

A 1978 issue of the “**Casselman Chronicle**” mentions that the Maple Glen Cemetery is located along what was once known as the Turkey Foot Road. The Maple Glen Cemetery is located along Savage Road (State Route 2002) at Latitude 39.770255°, Longitude -79.20361°, at the Y-junction with Christner Hollow Road. [Figure 0772](#) is a 1939 aerial photo that shows the location of the cemetery, and [Figure 0891](#) is a 2013 photo of the cemetery.

The Maple Glen Brethren church “*was formerly the Peck church of the Elk Lick congregation.*” By a unanimous vote in 1888, the 210-member congregation was divided, with 50 members assigned to the Peck Church. “*After the Peck church became separate from Elk Lick the name was changed to Maple Glen. ... In 1850 a house was erected for both school and church purposes. ...in it the members and friends worshiped and held their Sunday-school until they built the Maple Glen meetinghouse in 1880.*”⁶³³ Sheet 10 of the 1921 Somerset County Commissioners map shows the Maple Glen Brethren church to be located north of the cemetery on the east side of the Savage Road, three-fifths of the way to the Mount Davis Road. The church building is located at Latitude 39.772267°, Longitude -79.204575°.

John Peck was living along the Turkey Foot Road in 1818

The 1818 Melish-Whiteside map of Somerset County ([Figure 0284](#)) shows “*J. Peck*” as living along the Turkey Foot Road in Addison Township. Edward Walker’s 1860 map of Somerset County ([Figure 0603](#)) shows a Jonas Peck living along the Turkey Foot Road in about the same area in 1860.

According to Page 556 of the 1884 book “**History of Bedford, Somerset and Fulton Counties...**” a John Peck was already a taxpayer in Turkeyfoot Township in 1796. Page 559 of the same book states:

Addison township was originally embraced in Turkey-Foot. A new township was formed and given the name of Addison in 1800.

According to page 571 of the 1884 book “**History of Bedford, Somerset & Fulton Counties, PA**”, Jacob Peck, John Peck, Sr., and John Peck, Jr. were taxpayers in Addison Township in 1805. [Figure 0285](#) is a 1921 topographical map that shows a “*Peck School*” in the general vicinity of the “*J. Peck*” residence that is shown on the 1818 Melish-Whiteside map, and just across the road from the Maple Glen Cemetery. The Peck School was just east of Winding Ridge. Volume II, page 652 of the 1906 book “**History of Bedford and Somerset Counties...**”, states: “*The township line was so changed about 1895 to add the Peck School district of Addison to Elk Lick township.*”

An article titled “*The Peck School*” is included in Volume XIX, Numbers 1 and 2, 1979 of “**The Casselman Chronicle**”, and provides the following information. The school stood on the western side of Christner Hollow Road, opposite the Maple Glen Church of the Brethren Cemetery, and John Heinbaugh had a one-room store at the intersection. The property was acquired by the school directors on September 17, 1846, for the establishment of a school that could also be used for worship purposes. The first Peck School was a log building that was later replaced by a frame building called the Dale View School.

⁶³³ Quotes in this paragraph are from the 1916 book “**History of the Brethren of the Western District of Pennsylvania**”.

As shown on the 1939 W.P.A. map of early Elk Lick Township surveys, the 1776 Benjamin Shoemaker “*Many Waters*” survey is due east of the Jacob Weiss survey and northeast of the 1794 Mary Moore survey. During the course of this research, a copy of an original survey document pertaining to the “*Many Waters*” tract was found (but not saved) that mentioned at least one, and possibly two, individuals having the initials J. Peck. Volume III, pages 418 and 419 of the 1906 book “**History of Bedford and Somerset Counties...**” gives the genealogy of the Pecks, and indicates that John (Adam) Peck, Sr. had at least five sons with the first name “*John*”, including John Jacob, John, John Daniel, John George, and John Peter. The book states:

John Jacob Peck was born at Lancaster, Pennsylvania, March 20, 1773. He was a farmer and helped clear the homestead farm in Elk Lick. He was a religious man and a faithful member of the Brethren church. He was a Whig in politics He married Annie Olinger, December 22, 1799. The children of John Jacob and Annie (Olinger) Peck were thirteen. It was in this generation that the name changed from Pick, the original form, to Peck...

The article goes on to name sons named Jonas and John who owned a farm together, and indicates that John bought out Jonas in 1856. This may be the Jonas identified on the 1860 map.

J. Peck is illustrated as being along the south side of the Turkey Foot Road on the 1818 Melish-Whiteside map. It is unclear whether the J. Peck on the “*Many Waters*” property is the same individual who is identified on the 1818 Melish-Whiteside map. Someone with an interest in Peck genealogy might be able to resolve the question.⁶³⁴

Wallace describes the Winding Ridge-to-Turkeyfoot route

Page 165 of Wallace’s 1965 book describes the Winding Ridge-to-Confluence section of the road as follows (with internal citations omitted):

At the foot of Winding Ridge, where Shoemaker Run heads, the hard-top leaves the old road, which here made the most spectacular climb in its course. It traversed, on an ascending grade, the steep northern side of Winding Ridge above the valley of Glade run (formerly Negro Glade Run) and the swamp at its head where there still grows patches of the wild glade grass (used on occasion for winter hay) for which Somerset County is famous. An unnumbered but passable single-lane dirt road follows the same winding and in places breathtaking course today. The present road and the old one keep together as they begin to descend the west slope of Winding Ridge; but, before reaching the old Silbaugh School,⁶³⁵ the old road and the new⁶³⁶ separate, the former bearing to the left (southwest). In about half a mile after crossing Cucumber Run, the Turkeyfoot Road turned a little north of west to descend a mile-long ridge at the bottom of which the modern road rejoins it. This is S.R. 3001, as it approaches Dumas⁶³⁷ or Whites Creek. From Dumas it is less than a mile to the Casselman River at Harnedsville, whence several routes are available to Turkeyfoot (Confluence).

⁶³⁴ There are several stories about the Peck family in Volume XIX of the “**Casselman Chronicle**”, 1979 numbers 1 and 2.

⁶³⁵ Sheet 10 of the 1921 Somerset County Commissioner’s map shows the Silbaugh School to be located east of the Silbaugh Church, on Green Road. The relative positions of the buildings are also shown on [Figure 0278](#).

⁶³⁶ Neither the 1787 Conrad Sylbaugh survey ([Figure 0394](#)) nor the 1785 Edward Harnet survey (Book T Page 30) show what Wallace refers to as the new road.

⁶³⁷ Dumas, which is shown on the topographical map of [Figure 0714](#), is located at Latitude 39.785398°, Longitude -79.318875°, where Camp Ground Road comes out on the Listonburg Road (Route 523).

The referenced swamp is now High Point Lake. The route from Harnedsville to Confluence is not particularly relevant, because the old maps (and Wallace's) do not show the Turkey Foot Road going directly to the location of present-day Confluence.

[Figure 0286](#) uses red dots to identify an important portion of the route that Wallace describes. The old road that Wallace refers to is Green Road, and the new road is High Point Road; see [Figure 0278](#). The corresponding “*For the Motorist*” section on page 167 of Wallace's 1965 book describes the motorist's route from Winding Ridge to Harnedsville as follows:

[from] the cemetery and the foot of Winding Ridge.

Here the motorist must leave the hard-top and follow a narrow track (safe for motor cars in dry weather) which traverses the steep north side of Winding Ridge overlooking the valley of Glade Run. About a mile west of the only house and farm passed on the summit, the modern road leaves the old Turkeyfoot Road, paralleling its course for 2 miles at a distance of less than ½ mile to the north. Before reaching Whites Creek at Dumas, the old road and the new find themselves together again.

In the valley of Whites Creek, the road which the motorist has followed from Winding ridge runs into PA. 53.⁶³⁸ In about a mile 53 crosses the Casselman river at Harnedsville, and in another 2 miles enters Confluence.

Pyle's 1976 article

Volume XVI, Number One (1976) of the “**The Casselman Chronicle**” has an article by Jack Pyle and his daughter Judith titled “*The Turkeyfoot Path*”. Regarding the route from Winding Ridge to Turkeyfoot, they begin at the present-day High Point Lake:

From the lake the old road runs along the eastern side of Winding Ridge to a point close to the Silbaugh School, then descends a mile-long ridge and at the bottom it is rejoined by the modern road and continues toward Confluence (Turkey Foot).

According to page nine of John Cassaday's 1932 book “**The Somerset County Outline**”, the altitude of Winding Ridge is 3,032 feet.

Correcting a published error about Winding Ridge

An article in the 1987 “**Casselman Chronicle**” titled “*The Old Listonburg Road*” quotes a passage from Lowdermilk's 1878 book “**History of Cumberland**” that mentions a circa 1794 legislative act concerning improvements to a road to Winding Ridge. The article incorrectly assumes that the passage was about the Turkey Foot Road. The entire 1878 passage reads as follows:

The necessity existing for good roads was greatly felt at this time, since all the supplies of the inhabitants were brought from the East, and a great part of the year the muddy roads and steep hills made transportation both slow and expensive. On frequent occasions salt, rope, cloth, iron, &c, were brought from the Eastern towns on pack horses, a cheaper and more expeditious method than by wagons. The Legislature passed acts for improving and straightening the roads from Hancock to Cumberland, from Cumberland to Turkey-foot, and from Cumberland to Winding Ridge.

⁶³⁸ Route 53 is now Route 523.

Since the legislature that Lowdermilk references is that of Maryland, the “*Winding Ridge*” in question would be the one near present-day Accident, Maryland, not Confluence, Pennsylvania. The 1793 Acts of Maryland, Chapter LXX, has an act that proves this assertion. It reads:

WHEREAS the state of Pennsylvania hath laid out, opened and amended, a road from Union-town, in Fayette county, to the division line:

And whereas the said road will be of no benefit unless this state straighten and amend the road from the town of Cumberland to intersect the said road at the Winding-Ridge; and it appearing to this general assembly that the same will be of considerable advantage to this state, by opening a better communication with the Western country; therefore,

Be it enacted, by the General Assembly of Maryland, That George Dent, William M’Mahon and Evan Gwynne, or any two of them, be and they are hereby appointed commissioners, to survey, straighten and amend, at the expence of those who have or may subscribe to the same, a road not exceeding forty feet in width, in the best and most convenient direction from the town of Cumberland, in Allegany county, to a tract of land called Good Will, and from thence to intersect the main road from Union-town, in the state of Pennsylvania, where the said road enters this state at the Winding-Ridge; and the said road, when so opened at the expence of the persons aforesaid, and the valuation herein after directed to be made shall be paid, or secured to be paid, to the individuals concerned, shall be recorded among the records of Allegany county, and be thereafter deemed and taken to be a public road for ever.

The language of this act makes clear that the referenced “*Winding Ridge*” was in Maryland, near the Pennsylvania state line. Therefore, the act does not pertain to the Turkey Foot Road that is the subject of this book.

Mr. Ringler shows us the route from Dumas to Winding Ridge

On the return trip from Confluence to Salisbury, Mr. Ringler showed us what he referred to as the “road” (as opposed to a more southerly “trail” through the Listonburg area). We took the Fort Hill Road⁶³⁹ ([Figure 0278](#)) heading east out of the Dumas area; Mr. Ringler told us that it was the Turkey Foot Road. As we passed the Silbaugh Church (Latitude 39.786498°, Longitude -79.291447°, [Figure 0532](#)) Mr. Ringler mentioned that he had seen some old articles that said that the Turkey Foot Road ran past it. Page 575 of the 1884 book “**History of Bedford, Somerset and Fulton Counties...**” describes the Silbaugh Church as follows:

Silbaugh Methodist Episcopal Church—Between 1825 and 1830 a Methodist class was formed by William Silbaugh, James Boardman and others. Worship was held in private houses and schoolhouses until 1879, when a frame meeting-house was erected, at a cost of about nine hundred dollars.

[Figure 0231](#) shows the intersection of Green Road and High Point Road, and [Figure 0535](#) shows a section of Green Road. The [Figure 0231](#) photo was taken at Latitude 39.786816°, Longitude -79.256602° looking 280 degrees west-northwest across High Point Road. Mr. Ringler indicated that west of there, High Point Road was a newer Turkey Foot Road alignment, and Green Road was an older alignment that comes out at Silbaugh Church. The breast of the High Point Lake dam is to the east from there, down High Point Road.

⁶³⁹ Not to be confused with the “Old Fort Hill Road”.

[Figure 0277](#) is a 1939 aerial photo showing Green Road from Silbaugh Church to High Point Road. [Figure 0278](#) is a collage of 1921 and 1922 topographical maps that shows the Fort Hill Road, Green Road and part of High Point Road. Green Road and High Point Road are described by Wallace. They are an excellent match to the route shown on the 1818 Melish-Whiteside map ([Figure 0083](#)) and its 1830 derivative ([Figure 0784](#)). [Figure 0352](#) shows the western portion of the 1876 Beers map of Addison Township, and the then-existing alignment of the Fort Hill and Green Roads.

Anyone contemplating driving Green Road should consider using a four-wheel-drive vehicle with high ground clearance. A chain saw would also be a good idea in case any fallen timber is encountered. Because this road is so primitive, it could conceivably be a candidate for closure some day. Because of this possibility, the route is documented below for posterity, from east to west:

Description	Latitude	Longitude
Intersection with High Point Road	39.786814°	-79.256688°
Turn to the northwest	39.786865°	-79.257426°
End of turn to the west-southwest	39.787306°	-79.25911°
	39.785713°	-79.265829°
End of turn to the west	39.784798°	-79.267401°
Turn to the southwest	39.784752°	-79.270265°
Turn to the west-southwest	39.784243°	-79.271255°
Turn to the west-northwest	39.783512°	-79.27457°
	39.785105°	-79.279779°
Turn to the northwest	39.785381°	-79.281356°
Turn to the west-southwest	39.78756°	-79.284575°
Gradual turn to the southwest	39.787009°	-79.287496°
Intersection with Fort Hill Road	39.78588°	-79.289701°

The early survey plats confirm the Fort Hill, Green, and High Point roads

The 1939 W.P.A. Addison Township “survey warrant” map⁶⁴⁰, included as [Figure 0294](#), shows portions of the Turkey Foot Road in Addison Township at the time of the original surveys. The eighteenth-century route had the same basic twists and turns as the present-day Fort Hill Road, Green Road and part of High Point Road. From west to east, the W.P.A. map shows the Turkey Foot Road to cross the 1785 survey of James Wright⁶⁴¹, the 1787 survey of Conrad Sylbaugh ([Figure 0394](#)), the 1876 Rees Nicklow survey⁶⁴², the 1794 William Tom warrant (Survey Book C-227, Page 257, [Figure 0612](#)), the 1845 Caleb Hood survey (Book C-88, Page 94, [Figure 0613](#)), the 1793 Samuel Stringer Coal survey (Survey Book C-33, Page 38, [Figure 0614](#)), the Josey Hood survey⁶⁴³, the 1795 Aaron Chary survey (Book A-5, Page 177, [Figure 0610](#)), the 1795 Godfrey Chary survey (Survey Book C-33, Page 194, [Figure 0611](#)), and to enter the 1785 William Ogg survey⁶⁴⁴. The survey map also shows the Hartzel and Green properties that are identified on the 1818 Melish-Whiteside map of Somerset County ([Figure 0083](#)).

⁶⁴⁰ The W.P.A. warrant map was provided courtesy of Harry Ringler, Junior.

⁶⁴¹ The January 27, 1786 James Wright survey (Book D-12 Page, 251) does not show the Turkey Foot Road, and includes the property marked “Ed. Herned” on the warrantee survey map.

⁶⁴² The 1876 Reese Micklow survey (Book C-175, Page 135) does not show the Turkey Foot Road.

⁶⁴³ The Josey Hood survey (Book A-47, Page 100) does not show the Turkey Foot Road.

⁶⁴⁴ The William Ogg survey (Book C-148, Page 84) does not show the Turkey Foot Road.

“*Coonrod Silbach*” appears in the 1779 Federal Supply Tax List of Turkeyfoot Township with 100 acres. Page 572 of the 1884 book “**History of Bedford, Somerset and Fulton Counties...**” describes Conrad Silbaugh as follows:

Conrad Silbaugh, a native of Germany, was one of the early settlers of this township, and improved he land on which his grandsons, William and Robert, now live. His son William, born 1779, farmed on the homestead until his death in 1832. He married Jane McNair, and was the father of James, Robert, Moses, William, Harrison, Sarah (McClintock), Catharine (Bowlin) and Jane (Heinbach), living; Henry, Noah, Annie, Marry (Ringer) and Elizabeth (Heinbach), deceased. William has farmed during the greater part of his life. He has held various township offices.

The 1811 George Wass survey ([Figure 0335](#)) helps to prove that the Fort Hill Road west to Route 523 is the present alignment of the Turkey Foot Road (Volume C231, Page 265). [Figure 0299](#) is a comparison between older topographical maps and the 1939 W.P.A. map of early surveys. The Turkey Foot Road from the George Wass survey has been added as a red line for the sake of completeness. The comparison clearly shows that the Fort Hill Road, Green Road, and High Point Road are based on the Turkey Foot Road that existed at the time of the early land surveys. Accordingly, the east-west portion of the Turkey Foot Road across Addison Township is proven. To facilitate visualization of the “*big picture*”, [Figure 0342](#) uses red dots to identify the portions of the route between the present-day Glenn Shumaker residence and Dumas that have been proven using early property surveys.

The 1793 James Mitchel, Junior (Book C-140, Page 157) and 1785 Henry Hartzel (Book C-75, Page 110) surveys do not show the Turkey Foot Road. The 1818 Melish-Whiteside map of Somerset County, and the 1830 derivative ([Figure 0784](#)), show that the Turkey Foot Road passed Hartzel’s mill near where the Fort Hill Road comes out on the Listonburg Road (Route 523).

An 1884 book indicates a crossing of the Casselman near today’s Harnedsville

Page 557 of the 1884 book “**History of Bedford, Somerset and Fulton Counties...**” describes the Turkey Foot Road as following Whites Creek:

The early settlers...came mainly from Maryland and Virginia, following what was then a well-defined route of travel, the old Turkey-Foot road. This road came down White’s Creek to the Casselman, which it crossed near Harnedsville...

Green’s fording and the 1815 Harnedsville Bridge

Volume II, page 198 of the 1906 book “**History of Bedford and Somerset Counties...**” describes an 1815 bridge at Harnedsville as follows:

The Castleman’s river is a good sized stream where it enters Somerset county about three miles south of Salisbury. In its course of upwards of forty miles through the county it receives the waters of many tributary streams, which go to swell its own volume of water. The various bridges which span this stream are all of them of the largest and most expensive in the county. At this day it looks as though at that time the county commissioners were slow in responding to the demands that must certainly have been made for at least some bridges where important roads crossed the river on account of the heavy expense that they would entail on the county. It was not until considerable sums had been subscribed by the citizens most directly interested in having bridges at several places that the county gave any help toward building any of them.

But in 1815 a contract [w]as let to John Anawalt, John Webster, Jacob Blocher and Jacob Ankeny by which they were to receive \$799 for building a bridge across the Castleman's river at or near Green's fording; a part of this money was raised by subscriptions made by the citizens. This bridge in time became known as the Harnedsville bridge. In 1832 it was washed away, but was presently rebuilt by John Mong, at a cost of \$900.

The 1818 Melish-Whiteside map of Somerset County ([Figure 0083](#)) and its 1830 derivative ([Figure 0784](#)) show the location of a crossing of the Casselman River near a Green residence. The 1822 Melish map of Pennsylvania ([Figure 0642](#)) also illustrates the bridge at Harnedsville. According to the 1939 W.P.A. map of early Addison Township surveys ([Figure 0294](#)), Richard Green⁶⁴⁵ owned that property. [Figure 0354](#) is a map of Harnedsville from the 1876 Beers “**Atlas of Somerset County...**” that shows the location of the bridge. [Figure 0366](#) is a 1939 USDA aerial photo that clearly shows the old bridge location, a new bridge, and several fording sites⁶⁴⁶ near the bridges. Based on the aforementioned maps and photo, the fording site was near where the present-day Listonburg Road crosses the Casselman River. The old road alignment that crossed the bridge on the 1876 Beers map is now known as “*Deer Haven*”. A representative photo of Harnedsville is included as [Figure 0536](#).

According to the Old Petersburg-Addison Historical Society's publication “**Petersburg Settlement**”, Alexander Hanna lived at the site of Harnedsville, and had a log building that was used as a hotel. This building is described as being located along the road leading from the old fort. The fort site is described as being located below the site of the old red bridge.

Background information on Harnedsville

Page 561 of the 1884 book “**History of Bedford, Somerset and Fulton Counties...**” reports on Harnedsville as follows:

Harnedsville is a small and unimportant village, containing one church, one store, one tannery, one blacksmith-shop, one cabinetshop and one shoemaker-shop. The place takes its name from the Harneds, who formerly owned the land on which the village is.

Page 560 of the same book reports on the founder of Harnedsville as follows:

Edward Harned was the first of the name in this county. His son Samuel, who laid out the village of Harnedsville, was a man of business activity, and at one time owned considerable property.

The May 1960 issue of the “**Laurel Messenger**” indicates that Edward Harned appears on the tax list of 1779.

Page 622 of the 1906 book “**History of Bedford and Somerset Counties...**” states:

⁶⁴⁵ According to the 1884 “**History of Bedford, Somerset and Fulton Counties...**”, Richard Green was born in 1734 and died in 1808, and three generations of Richard Greens are buried at the Six Poplars graveyard. See Chapter 39 herein for more information on the Green family. According to Somerset County Will Book 1, page 338, Richard's eldest son Thomas was living on property along the Turkey Foot Road, adjoining the Little Crossing.

⁶⁴⁶ When Mr. Dietle first identified these fording sites, it reminded him of the first fording site he found, as a youth. At perhaps age ten he was playing in a Mercer County creek with a friend and found an unusual long metal object. By examining a horse drawn buckboard wagon that a neighbor had, he determined the object to be a broken wagon axle. He reasoned out the meaning of finding a broken wagon axle in a creek near a then backwoods (now-abandoned) section of road; i.e., he had found an old fording site. It was located in the general vicinity of Latitude 41.255742°, Longitude -80.165734° just north of the abandoned section of Cape Horn Road; the broken axle is probably still there.

Harnedsville, in the southern part of the township, was laid out by Samuel Harned about 1847. Its location is in a beautiful valley and near the point where the first Jersey settlers are supposed to have crossed the river as they entered what to them was “the promised land.” The original plat of the town shows that fifty-three lots were laid out, of which about twenty-five up to the present time have been built on.

The same book indicates the Jersey settlers came “*In the spring of 1770*”, which is long before 1779, when George Morgan had a route cut to Fort Pitt via Turkeyfoot. If the Jersey settlers indeed did cross the river where they “*are supposed to have crossed*”, it would suggest the presence of a path that preceded Morgan’s road cutting activities.

Alexander Hanna

Page 558 of the 1884 book “**History of Bedford, Somerset and Fulton Counties...**” describes an early resident at the site of Harnedsville as follows:

Among the early settlers of Turkeyfoot were the Hannas, who located where Harnedsville now is. The last of the old stock, Maj. Alexander Hanna, died in 1881, aged seventy-nine.⁶⁴⁷ He was a noted character in his day. Of a bright intellect and remarkable physical strength, he performed deeds of almost superhuman power. He was a noted wrestler, and, though never aggressive, was a dangerous antagonist when excited. It is related of him that he once had a feud of many years’ standing with a family in Addison township. One day the young men of the family, five in number, attacked him at a muster in 1828, and provoked a fight. The major handled the young men as though they were sticks. After one of them had cut him so badly that his entrails protruded, the wrangle was brought to a conclusion by some of the witnesses. At another time, when the National pike was building, some young men, who were jealous of the major’s reputation and wished to test his courage, fastened a bear in a dark pen and dared Hanna to enter. He went in, and when the bear attacked him, struck the animal with his fist and broke its jaw. Hanna served many years as justice of the peace, and was also major of militia and brigade inspector. Maj. Hanna weighed two hundred and forty pounds when eighteen years of age. Among other well-attested feats which he performed was the lifting of a casting weighing fourteen hundred pounds.

An Indian village was excavated at Harnedsville in 1935

The February 1963 issue of the “**Laurel Messenger**” provides information on Harnedsville as follows:

Originally Paros⁶⁴⁸, patented in 1785 by Edward Harned, the site of the Village of Harnedsville on the banks of the Castleman (Little Youghioghenny) River was located on the north fork of the Turkeyfoot Road. The early settlers in Turkeyfoot and Jersey communities used this trail, which was an Indian and buffalo trail as well as an early pack horse trail through Negro mountain and the foothills. The area is rich in historic associations. Both north and south forks of the Turkeyfoot Road are clearly marked on the first map of record of Addison township.

The village was laid out in 1836 by Samuel Harned. ...

During the winter of 1935 a staff archaeologist of the State Historical Commission visited Harnedsville, where remains of Indian homes were located on the east side of the Castleman

⁶⁴⁷ A photo of Alexander Hanna is included in the May 1998 issue of the “**Laurel Messenger**”.

⁶⁴⁸ Although Edward Harned’s tract was indeed named Paros (Survey Book T Page 30), that tract was not the site of Harnedsville; compare [Figure 0294](#) to [Figure 0354](#). Paros was not on the banks of the Casselman River.

River. By removing the loamy topsoil, the stains left by the decayed posts and saplings may be traced in the yellow clay subsoil. 23 circular-shaped house outlines were traced in the subsoil, forming an irregular circle 220 feet in diameter. 85 fire pits, storage and refuse pits were found; the fire pits with layers of sandstone bottoms. Artifacts found here include pottery vessels, clay pipe with roulette decorations, grooved stone axe, flint knives, arrowheads, flint drills, bone beads and bone awls.

The circular Indian village ([Figure 0876](#)) was located near the Route 253 (formerly Route 53) bridge, on the opposite site of the Casselman River from Harnedsville, near the mouth of Whites Creek. The village was not palisaded. It is known as the Hanna site. The presence of an Indian village means that there was at least one local Indian path to it, and probably several. The date of the village was not determined by the archaeologists. Mr. Ringler has found dozens of pitted hammer stones in the area. In regard to his understanding of local Indian trails, he states that from the Hanna site, *“One trail goes into Confluence. The other trail crosses what is called Hogs Back”*. He also indicates that north of Hog Back Ridge and Route 281, the trail went *“up Jersey Hollow.”*

The article *“Early History and Founding of the Village of Harnedsville”* in the May 1998 **“Laurel Messenger”** states that there are Indian graves that used to be marked at the Six Poplars Cemetery.⁶⁴⁹ The basis for the statement is unknown. According to the Somerset Planning Commission, the cemetery is located between the Great Allegheny Passage trail and the Casselman River, three-tenths-mile above Hogback Road.

A Turkeyfoot area Indian alarm

Felicia Ross Johnson wrote one poem about the incident leading to the naming of Negro Mountain⁶⁵⁰, and wrote another about a September 23, 1773 Indian alarm at Turkeyfoot. Both are included in her 1907 book **“Seamstress and poet: and other verses”** ([Appendix 0021](#)). Here is an excerpt about the Indian Alarm from the poem titled *“In Turkey-Foot”*

*When, hark, a sound of horse's hoofs
Rang out,—a rider and his steed
Came swiftly on in Turkey-Foot.*

*The dame arose, with stately grace,—
‘Good eve, sir, will you please alight?’
“Nay, dame,” he said, with anxious face,”
“The Indians are abroad to-night:”
“The country-side to warn, I ride;—
No easy task my good steed hath,—*

⁶⁴⁹ Pangborn's 1883 book **“Picturesque B. and O.”** describes the tree at the Six Poplars Cemetery as follows: *“A view of one of the most unique specimens of tree growth to be seen anywhere in the country may be gained by leaving the railroad at Confluence and hiring some sort of a conveyance for the little hamlet of Harnedsville, some three miles distant. In the outskirts—if such a little cluster of houses can be said to have such—there is a singular specimen of Nature's handiwork. From the stump of an elm, probably ten feet in diameter, rise six majestic trees, each a foot and a half through, to a height of sixty feet, there forming a perfectly symmetrical canopy of living green. The surrounding glade, used by the settlers as long ago as 1750-60 as a place of sepulture, with a background of laurel-covered white rocks, the limpid Casselman's River—all form a picture of wonderful charm and power.”*

⁶⁵⁰ In the **“Daughters of the American Revolution magazine”**, Volume 4, Felicia Ross Johnson indicates that she heard the Negro Mountain story from Doctor M. Tannehill. The story of the naming of Negro Mountain is also recited on page 559 of the 1906 book **“History of Bedford and Somerset Counties...”**. An early traveler's journal conflates the Negro Mountain tradition and another area tradition.

*They come apace, make haste and hide.”—
So saying, down the bridle-path,
He rode away from Turkey-Foot.*

*A moment’s space she stood aghast,
Then, praying, with her children small
She took her flight, and came at last
To where the corn grew thick and tall;
And crouching there, all night they stayed,—
All night, nor either moved, nor slept,—
The owls a doleful screeching made,
The frightened children softly wept,
That long long night in Turkey-Foot.*

The poem goes on to recite the husband’s return, and reaching the safety of the fort. It was written about Captain Andrew Friend’s wife and children who hid in a field of corn when, during Andrew’s absence, she received a warning about an impending Indian attack. For more information on the incident, see Chapter 41 herein, and the article on “*Captain Andrew Friend of Turkeyfoot*” in the May 3, 1963 issue of the “**Laurel Messenger**”. According to the Daughters of the American Revolution “**Lineage Book**”, Volume 2, Felicia Ross Johnson was a great-granddaughter of Captain Andrew Friend.

The 1906 book “**The History of Bedford and Somerset Counties...**” dates the Indian alarm to September 1773, and says that Friend “*hastened his return to put the women and children into a place of safety. All were at once taken to the stockade fort that had been erected for such emergencies...*”. The same book indicates that Friend “*sold his farm or land to David Ankeny in 1793. On this land it would seem that he had never taken out the patent, the deed reciting that Ankeny must pay the charges of the land office.*” On May 26, 1795, Ankeny had 200 acres surveyed immediately west of the site of present-day Harnedsville on a May 12, 1795 warrant; see [Figure 0295](#) and Survey Book C-4, Page 137. While the survey is not dispositive, it may relate to the land Ankeny bought from Friend. Perhaps the matter could be resolved by locating Friend’s deed to Ankeny. In the 1772 assessment for 1773 taxes, Andrew Friend is listed as having 50 acres, with 10 acres cleared.