

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

38. The old Glade Road

The purpose of this chapter

The Old Glade Road⁷⁷⁴ generally parallels the Pennsylvania Turnpike for much of its length between Bedford and West Newton. A portion eventually became part of the Wellersburg and West Newton Plank Road that is described in Chapter 25. The next chapter describes why the West Newton area was an important destination.

The main reason to include this chapter is to develop some understanding of other early principal routes, in order to have any hope of untangling what historians have written about the various Turkey Foot roads over the years. This understanding was very incomplete when the earliest editions of this book were written, and mistakes were made.

An Indian path evolves into an early turnpike

The Old Glade Road is said to have evolved from an Indian path

In Chapter 31 of his 1965 book, Wallace describes the Glades Path as being the antecedent to today's Route 31. His map shows the route passing through the present-day locations of Bedford, Manns Choice, West End, Brotherton, Somerset, Bakersville, Jones Mill, Donegal, Mount Pleasant,⁷⁷⁵ and West Newton. Wallace indicates that Reverend H. Austin Cooper⁷⁷⁶ of Brotherton described this path as the “*Middle Indian Trail*”. Wallace does not show the Glades Path as following the long section of Burd's road that was located on the north side of the Raystown Branch, nor does he show it following Route 31 in that area. Instead, right or wrong, he shows it following the general route of the Glades Pike.

Page 4 of the 1906 book “**History of Bedford and Somerset Counties...**” states:

In later times these Indian trails became the natural routes for the wagon roads and turnpikes of civilization. The Forbes road followed such a path in the north of the county, while the famous Glades road followed a similar one through the central part of the county. It is also said that a similar trail diverged from this last in the vicinity of Somerset, passing where Simon Hay afterwards built his mill, to Fort Cumberland.

Faris assumes the Glades Road follows Burd's route

Page 58 of John Thomson Faris' 1920 book “**On the trail of the pioneers: romance, tragedy and triumph of the path of empire**” gives a concise history of the Glade Road, and states that it began as an Indian path, as follows:

Those who chose this route went by the old Conestoga road to Lancaster, then to Carlisle by a rough track, and on to Pittsburg by way of Bedford and Fort Ligonier, or by a route which bore to

⁷⁷⁴ The route is interchangeably called the “*Glades Road*” and the “*Glade Road*”.

⁷⁷⁵ For a 2013 photo of Main Street in Mount Pleasant, See [Figure 0955](#).

⁷⁷⁶ H. Austin Cooper was the author of the 1962 book “**Two Centuries of Brothersvalley Church of the Brethren**”.

the left, four miles from Bedford, and passed through Somerset.⁷⁷⁷ This latter road, which was built on an old Indian path, was known as the Glade Road. In 1755, when Braddock was on his way to Pittsburg by the lower route, one hundred and fifty men were at work cutting a way to Pittsburg⁷⁷⁸ through Bedford. The work was being done at Braddock's request, that he might have a short route for supplies from Philadelphia. When the roadmakers were four miles beyond Bedford, they heard the news of Braddock's defeat, and discontinued work.

The second half of this statement cannot be entirely true, because several 1755 maps show a long section of Burds road on the north side of the Raystown Branch (as described in the preceding chapter), while the Glade Road was on the south side.

The route of the Glades Road was surveyed in 1772

The general route of the Glades Indian path eventually evolved into a road. On page 193 of the 1906 book **"History of Bedford and Somerset Counties..."**, in a section titled *"The Glades Road"*, the following is written:

In October, 1772, John Nicklow, James Wells, Jr., Thomas Kenton, John Ferguson and Richard Brown, as viewers, laid out a road from Bedford to the Youghiogheny river by way of the Stony Creek Glades and Sewickley. This was the road afterwards known as the "Glades Road". We have no means of knowing how soon this road was opened for travel after it was first laid out, but according to the time given in the Husband Annals for the appearance of the first wagon in the Cox's Creek Glades Settlement, it could not have been for several years thereafter. Quemahoning township⁷⁷⁹ was formed in 1775 and in describing its boundaries the record reads, "beginning where the Great Road which is laid out through the Glades crosses the Allegheny mountain." This language would also make it seem that at this time the road was still only laid out, and not yet fully opened. The road passing through the central part of the county, once that it was fully opened, soon became one of the three principal highways of the county, and was considered of enough importance to receive at different times appropriations on the part of the state toward keeping it in repair. The road is marked on Reading Howell's map of Pennsylvania, published in 1792. Some houses along the road are marked on the map, as, for instance, Black's, Gilmore's⁷⁸⁰ and Husband's.⁷⁸¹

The reference to *"Black's Gilmore's and Husband's"* on Reading Howell's 1792 map ([Figure 0001](#)) makes clear that the Glades Road that ran through what is now the town of Somerset is being discussed. The reference to Quemahoning Township is confusing because the Cox's Creek settlement was not within the bounds of that present-day township. To understand the reference, one must first realize that Somerset Township was formed from Quemahoning and Milford Townships in 1796.

⁷⁷⁷ This sentence contained a typographical error in the first edition of this book.

⁷⁷⁸ The road was actually intended to meet Braddock's road at Turkeyfoot.

⁷⁷⁹ According to William C. Reichel's study of Moravian missionary John Heckewelder's papers, published in Volume 1 of the 1876 **"Transactions of the Moravian Historical Society"**, Quemahoning is *"corrupted form Cuwéi-mahóni, signifying pine-tree lick, i.e., a lick in among pines."*

⁷⁸⁰ According to the November 1975 **"Laurel Messenger"**, in 1792, James Gilmore filed a Bedford County application to conduct a tavern on the Glade Road in Milford Township. (Information provided by Francis Bridges.)

⁷⁸¹ For David Husband's circa 1870 published account of Harmond Husband's life, based on Harmond's journal, see the book **"Recollections of Somerset County's Earliest Years"**.

Brodhead uses the Glade Road for packhorses in 1780

A March 18, 1780 letter to Captain Samuel Brady, written from Pittsburgh by Daniel Brodhead, is said to describe using the Glade Road⁷⁸² for military transportation during the Revolutionary War:

*The Bearer takes down the Pack-horses that are to bring up the stores, & I request you to be exceeding careful of the Package, &c., & that you will remain with them until they are safely delivered into the stores at this place—The Indians have lately killed five men upon Racoon Creek, two of them, the Devor's of our Reg't, & taken three Boys & three Girls prisoners.*⁷⁸³

The horses will proceed down the Glade Road, & you had better return that way as the old Road may be dangerous, or you may be delayed by the high waters, & no time is to be lost.

The first wagon through the Somerset area

As part of the referenced “*Husband Annals*”, the November 3, 1893 issue of “**The Somerset Standard**” contains the recollections of a Mrs. Ferner who came to the Cox’s Creek area in 1784. Her account indicates that the first wagon ever brought into the area came after the Revolutionary War. The wagon may be that of Doctor John Ewing, who came through on June 23, 1784 (see below). The 1893 article states:

...the boys gathered together playing; an extraordinary noise attracted their attention coming from the course of the road over the ridge east of Somerset. Such thumping and rattling they never had heard before, and as it emerged from the timber and came into the glade they all started at full speed to see the wonderful rolling machine...

Bonnet’s tavern is located at the eastern origin of the Glade Road

In October 1780, a license was issued to Jean (John) Bonnet for a stone tavern that still remains in operation as the “*Jean Bonnet Tavern*” ([Figure 0830](#)). The 1780 license mentions that the “*Petitioner lives at the Fork of roads leading to Fort Pitt and the Glades with everything necessary for keeping Public House...*” The tavern is located at Latitude 40.042415°, Longitude -78.560475°, at the intersection of Routes 30 and 31, and is visible from the Pennsylvania Turnpike. The building was reportedly erected by the Indian trader Robert Callender,⁷⁸⁴ who purchased the property in 1762.

⁷⁸² A footnote in the 1917 book “**Frontier Retreat on The Upper Ohio 1779-1781**” states: “*The ‘old road’ was the regular Pennsylvania thoroughfare through Ligonier and Hannastown direct to Fort Pitt. It was built by Gen., John Forbes on his expedition in 1758 to capture Fort Duquesne. The Glade road was the one from the Turkey Foot, or three forks of Youghiogheny River, northwest to Fort Pitt. See map in Frontier Defense, frontispiece.*” The referenced 1912 map shows Braddock’s road as the road from Turkeyfoot. The footnote cannot be correct, because it was Braddock’s road that could be problematic due to high waters. Braddock’s road is the “*old road*”.

⁷⁸³ The 1917 book “**Frontier Retreat on The Upper Ohio 1779-1781**” mentions this attack, stating: “*The winter of 1779-80 was the most severe ever known to western annals, but before its protective immunity had disappeared the severity and frequency of the attacking parties caused cries of distress and appeals for help to pour into Pittsburgh from many localities. As early as March a party of Wyandot, led by the sons of the chief, Half King, who had made the treaty at Fort Pitt the previous autumn, attacked a sugar camp on Racoon Creek, not more than thirty miles below Fort Pitt, killed several young men, and carried six children into captivity.*” A footnote in the same book states: “*The two men of the Eighth Pennsylvania Regiment who were killed were named Deaver.*”

⁷⁸⁴ The August 17, 1769 issue of the “**Pennsylvania Gazette**” describes a 1769 event similar to the 1765 destruction of the goods of Baynton and Wharton, stating: “*We learn from good Authority, that on the 10th Instant, at 9 o’Clock in the Morning, about 2 Miles beyond Juniata, 25 Horse loads of Indian Goods, going to Fort Pitt, belonging to Mr. Robert Callender, were stopped by about 30 Men armed, and their Faces painted black, swearing at the Drivers, that unless they quitted the Horses, they would fire upon them; that it was War with the Indians, and they would destroy the Goods. The Drivers begged they would not destroy the Goods, as they would return with them, or store them; but the People would not consent, and began to unload the Horses, burn and destroy the Goods, when Justice Limes fortunately came up, and*

Bonnet reportedly bought the property in 1779. The historical marker ([Figure 0831](#)) indicates that Bonnet and his heirs operated the tavern until 1815.

The 1911 English language version of Johann David Schöpf's "**Travels in the Confederation (1783-1784)**" states: "*We breakfasted with a Bonnet, four miles from Bedford; he was of French origin, made bad coffee, had odorous butter, but read to us from a French grammar...*"

John Ewing describes the 1784 road from Bedford to the top of the Allegheny Mountain

The "**Memorandum Book of Dr. John Ewing with Account of a Journey to Settle the Boundary of Penna, May, 1784**" provides a detailed look at the Glade Road. The quoted material below begins at Bedford and ends atop the Allegheny Mountain, where the route divides. The June 21, 1784 journal entry describes the route westward from Bedford, proceeding along Dry Ridge. The journal shows that by 1784, the route went around Kinton Knob:

After passing about 4 miles we get on the dry Ridge which extends 11 miles and after passing thro a low valley in which we find a small stream of water we begin to ascend the Allegheny Mountain at ye Distance of 17 miles from Mr. Todds. The Land from Mr. Todd's to ye foot of ye dry Ridge is very good, well timbered & fit for ye Production of any grain the wood generally is White Oak & black oak with some Walnut & a Few Locusts. The Roads free from stones & pretty level, but cut with Waggons & without Repair. There are 3 or 4 Families living on ye land who seem to live plentifully. Before we come to ye Dry Ridge we passed a Brook which seems to be the Bedford Branch of ye Juniata after which we see no more water till we get off this Ridge. We crossed ye sd. Branch about a mile before we came to Mr. Todd's & again to miles after we passed his house. Wills Mountain is on our left about 1 or 2 miles. The Road lies along the top of ye Ridge & pretty level, excepting 4 or 5 Descents & Ascents. It seems as it never had been opened by an ax, and never repaired. It is so narrow that it is generally impossible to avoid ye Ruts which in some places are deep. With a very small expense it might be made very good... The road along ye Western End is more cut with Waggons & very narrow so that ye Ruts cannot be avoided. At ye West end there is a spring after which we pass over another ridge called the three Lick Ridge from this number of Salt Springs or Licks found in it near to our Road. This Dry Ridge divides the waters of ye Juniata from those of Wills Creek or ye Potowmack. The Summit of ye Ridge seems generally to be no more than 200 yards wide. We stopped 2 miles beyond ye spring where there is an Ordinary where they sell drink, but no victuals.

The referenced stop may be Preator's, which is shown on the Howell map ([Figure 0001](#)). Westward from the stop, Ewing's journal describes "*passing along a valley in which a Branch of ye Juniata rises*", and then describes traveling along the Glade Road to Cherry's Mill.

Thaddeus Harris' 1803 journal also mentions Dry Ridge, stating: "*For several miles we had an excellent road on the top of Dry Ridge.*" Henry B. Fearon's description of an 1817 trip mentions emigrants using the Glade Road: "*Passed over the Dry Ridge, upon which were great numbers of family and stage waggons: some of the former were from the district of Maine, and had been out 80 days. The progress of our stage was so slow and so painful, that I preferred walking...*" [Figure 0816](#) shows the 1861 route of the Glades Pike along Dry Ridge.

thereby prevented their destroying them all. Those they have destroyed, or carried off, are 3 Keggs of Powder, 8 Pieces of Strouds, 8 Rifles, a large Number of Shirts, 14 Match Coats, and 4 Pieces of Halfticks. The Goods that were saved, are stored about 8 Miles on this Side Fort Bedford."

John Ewing describes the 1784 road from the Allegheny Mountain westward

The following quote from John Ewing's 1784 journal begins atop the Allegheny Mountain on June 21, 1784, and ends at Cherry's Mill:

On the Eastern side of the Allegheny many streams of excellent water burst out, for the Refreshment of Travellers.

From the Ordinary on the East Side to Mr. Black's Tavern in the glades is about 10 miles, to the Summit of ye mountain about 4, across ye summit about 2 miles, the Descent on ye Western Side about one & from thence, to Black's three mi. ... The Descent on the Western Side is by a very Stoney & _____ road which continues to be very bad until we enter ye great glades, about two miles from Black's Tavern. ... In the evening we came to Black Tavern two miles in ye glades, and lodged there.

22d. Waited at Mr. Black's for ye Waggon's till their arrival in ye evening, which occasioned our tarrying all night.

23d. Set off from Mr. Black's & proceeded to ye Foot of ye Laurel Hill 16 miles, viz, 3 miles to Gilmores, 5 to Augony's⁷⁸⁵ & 3 to Cooper's here we dined. The road thro the glades was very level & excepting in a few places very good, which might be mended & with a very small expense. ... From Cooper's to Cairn's across ye Laurel Hill is 9 miles of which 8 miles lie across ye Mn. To Indian Creek or Salt Creek & one mile farther to Cairn's. From Cairn's to Cherry's Mill 8 miles. ... The Road across this Part of ye Mountain is pretty good, ye ascent & descent very easy & not much obstructed with stones.

With a small expense it may be made ye best way to cross ye mountain. The Road across here divides ye counties of Fayette & Westmoreland. From Indian creek to Jacob's Creek ye road lies across ye chestnut Ridges...

Lodged at Mr. Cherry's for the night.

The Glade Road went to Simerall's ferry

On the 1792 Reading Howell map ([Figure 0001](#)), the Glade Road branches south from the Pennsylvania Road just west of Bedford, then connects with Husbands (present-day Somerset), Cherrys Mill⁷⁸⁶ (now Laurelville), and Somrals (Simerall's) ferry. As Hildreth's book "**Early Immigration**" states:

Four miles beyond Bedford, the road to the right was called the "Pittsburg road,"⁷⁸⁷ while that to the left was called the "Glade Road," and led to Simrel's ferry,⁷⁸⁸ on the Yohiogany river. This was the route of the emigrants...

⁷⁸⁵ Probably Peter Ankeny's place.

⁷⁸⁶ Cherry's mill was mistakenly described as Jones' Mill in the previous edition of this book.

⁷⁸⁷ The road to the right was also called the Pennsylvania Road.

⁷⁸⁸ On May 11, 1784, the passage of Chapter MLXXI ([Appendix 0079](#)) of the "**Pennsylvania Statutes at Large**" established the ferry of John Sumrall (Simerall) by law. It had already been operating for "many years past". The act was titled "An act to establish a public ferry over the Youghiogheny River, and for vesting the right in John Sumrall, his heirs and assigns." Colonel John May's May 5, 1788 journal entry states: "I...dined at Simmerell's, on the Yohogana, and slept at Clark's, on the Monongahela. While I was at Simmerel's, they used every stratagem to detain us all night, and perhaps as long as was Gen. Putnam, who tarried at this place two months. They said it was better boating from this river than from the Monongahela; but they are Irish palaverers, and the truth is not in them."

The location of Simerall's ferry became West Newton, according to Boucher's 1906 book "**History of Westmoreland County, Pennsylvania**". On the way from Bedford to Simerall's ferry, a road to the left went to the present-day Connellsville area, as can be seen on Howell's 1792 map. One of Harmon Husband's maps ([Figure 0699](#)) also shows the Glade Road, and refers to it as "*the New Road*".

Heckewelder's Journal describes the 1797 road

According to the 1886 book "**The Pennsylvania magazine of history and biography**", Volume 10, Heckewelder's Journal relates the following about the Glades Road in 1797:

From Bedford we proceeded two miles farther to the residence of Mons. Bonnet, at present occupied by Mr. Ferree, where we remained over night. Here one of the roads turns off to the left through the Glades,—a level & rather thickly settled region, of from 15 to 20 miles in breadth & lying between the Alleghany and Laurel Hills. This road is said to be the best in summer during dry weather, when both mountains are also easy of ascent.

Heckewelder's 1797 journal goes on to describe the then new town of Somerset:

A few miles further on we breakfasted at Snyder's Inn, Somerset. New town; two years old; on a dry, elevated situation; 20 or 30 houses, mostly two story.

Thaddeus Harris' 1803 journal also describes Somerset:

This is a pretty place, the shire town of the County of the same name. It has been settled eight years; contains about fifty houses, several of them well built; some merchants' stores, shops of artists, a meeting-house, and a handsome Court-house and Gaol built with stone.

One of William Tell Harris' 1818 letters written during his "**Tour Through the United States**" describes Somerset as follows:

Somerset is the seat of justice for the county, and did derive considerable advantage from its being a posting town on the great western road, till that was carried through Stoystown, which has affected it materially. My landlord, whose house is not unaptly styled "The Traveler's Rest," is a remnant of the revolution...

The Great Road leading from Bedford to Fort Pitt

Part of the town of Somerset is situated on land originally owned by the Pioneer Peter Ankeny. According to the November 1964 issue of the "**Laurel Messenger**", an Ankeny land record describes his property as being:

situated on Coxes Creek, on the Great Road leading from Bedford to Fort Pitt, via Jones Mill and Cherry Hill, Milford Twp., Bedford County.

Volume III of the 1906 Somerset County history book states:

...Peter Ankeny, who located in Somerset County in 1773, and on whose land that part of Somerset, from Main street to South street, was laid out. "Edgewood," just west of Somerset, was his home, and known as the "Mansion."

Early state funded improvements to the Glade Road

Volume VIII of the 1808 book “**Laws of the Commonwealth of Pennsylvania**” includes an appropriations act passed April 11, 1807 that includes the statement:

...for improving the Glade state road from William Backhouse’s tavern, on top of Laurel-hill, to Arnfriedt’s tavern, at the forks of the Pittsburgh and Washington road, six hundred dollars, for improving the said road from the said Arnfriedt’s to Lobingier’s mill⁷⁸⁹, one hundred dollars...

According to the 1812 book “**Laws of the Commonwealth of Pennsylvania: Dec. 6, 1808-Mar. 31, 1812**”, a law was passed on April 2, 1811 that provided \$500.00 to the commissioners of Somerset County for improving the Glade Road.

Volume 3 of Reuben Thwaite’s 1906 book “**Early western travels, 1748-1846: a series of annotated reprints...**” describes the Glade Road as follows:

The Old Glade Road, also locally known as the Jones’s Mill Road, received legislative appropriations during the early part of the nineteenth century, and was quite as popular as its northern rival, the State Road. It crossed the Youghioghny at what is now known as West Newton, Westmoreland County. ... The road is now known as the “Wellersburg and West Newton plank.”

1800 to 1815 freight traffic

The August 1963 issue of the “**Laurel Messenger**” describes the Glades Road being used for early freight traffic:

In the period between 1800 and 1815 David and John Washabaugh owned a freight forwarding depot in Chambersburg and operated several units, each consisting of a six horse team and Conestoga Wagon, via the Glades Trail, hauling freight cargoes over the mountains into western Pennsylvania. ... David lived at the east end of the freight route, John lived at Donegal on the summit of Chestnut Ridge, in 1805.

The Glade Road was eventually improved and turnpiked

Chapter CX of the 1816 Pennsylvania session laws is titled “*An ACT authorizing the governor to incorporate four companies for making an artificial road from the town of Washington in this state, to intersect the Harrisburg and Pittsburg turnpike road, at or near the town of Bedford.*” The act, which was approved on March 18, 1816, describes the four companies as follows:

...That for the purpose of making an artificial road from the town of Washington in this state, by way of Williamsport, Robbstown, Mount Pleasant, Somerset and the White Horse tavern, on the top of the Allegheny mountain, to intersect the Harrisburg and Pittsburg turnpike road, at or near the town of Bedford, it shall and may be lawful for the governor to incorporate four companies on the terms and conditions hereinafter mentiond and provided; one company for making so much of the said road as may lie between the town of Washington and the bank of the Monongahela river at the town of Williamsport, to be known by the name and style of “The Washington and Williamsport Turnpike Road Company;” one company for making so much of the said road as may lie between the bank of the Monongahela river, opposite the town of Williamsport, and the town of Mount Pleasant, to be known by the name and style of “The Robbstown and Mount Pleasant Turnpike Road Company;” one company for making so much of the said road as may lie between

⁷⁸⁹ Lobingier’s mill was the successor to Cherry’s mill, at Laurelville.

the town of Mount Pleasant and the town of Somerset, to be called “The Somerset and Mount Pleasant Turnpike Road Company;” and one other company for making so much of the said road as may lie between the town of Somerset and the intersection of the same road with the Harrisburg and Pittsburg road aforesaid, to be known by the name and style of “The Somerset and Bedford Turnpike Road Company.”

According to Volume 2 of the 1828 book “**Hazard's Register of Pennsylvania...**”, the “*letters patent*” for the Somerset and Mount Pleasant Turnpike and the Somerset and Bedford Turnpike were granted on February 12, 1817 and February 3, 1818, respectively. According to Volume 2, page 205 of the 1906 book “**History of Bedford and Somerset Counties...**”, an August 1820 advertisement in the Somerset “**Whig**” states:

Glade Road Turnpike. Cheap and pleasant Travelling. Waggoners, travelers and the Publick in general, are now informed that the two mountains, the Allegheny and Laurel Hill, are now Completely Turnpiked, five miles at Allegheny and seven miles at Laurel Hill. The latter the best road without any exception of any road yet made over that mountain.

This road branches off to the left four miles west of Bedford where five miles are now nearly completed. From thence for fourteen miles along the Dry Ridge it is superior to any turnpike for wagons, horsemen or carriages, and the road from Somerset and westward to Pittsburgh and Washington is now so well improved that it can be traveled with more ease both to the horse and to the rider than any other road across the mountains.

There are many good houses along this road ... where a good and plentiful accommodation can be had...

The advertisement is included as part of a six-page description of the Glade Road that provides a great deal of information on early taverns along the route. The book indicates that “*in 1851 the Somerset and Mount Pleasant turnpike had been merged into the plank road*”. The 1876 Beers map of Allegheny Township shows a “*Toll Gate*” along the route. The route is still known as the “*Glades Pike*”.

Sherman Day’s 1843 book “**Historical Collections of the State of Pennsylvania**” states:

Oats, rye, hay, and potatoes are the principal crops, for which a ready market is found among the numerous drovers and wagoners crossing the mountains by the “glades road.” This road, not being macadamized, affords a softer path to the tender feet of the fat cattle of the west.

The White Horse Tavern

The February 1960 issue of the “**Laurel Messenger**” includes an excerpt from a 1906 letter by Abram E. Schell describing the White Horse Tavern, along the route in the 1840s:

While the old White Horse tavern in its ruins is lost sight of, I briefly recall its history, incidents and traditions. From tradition it was said that the Indian trail emerging from the banks of the Juniata and Shawnee Cabin creek, a well-beaten path, crossed the range at this point; and far back in the seventeenth century⁷⁹⁰ a rude cabin marked the site of the old tavern. But I have not been able to identify the name of the bold adventurer...

⁷⁹⁰ Schell probably means the seventeen hundreds, not the seventeenth century.

I made inquiry to ascertain by whom the old tavern was conducted in its primitive days, but failed. Consequently, I shall speak of one Glessner, the proprietor, who presided over the old tavern over sixty years ago when the public highway was in the zenith of its glory and every farm house along the road was a public inn and hung out a sign, "Tavern." I can vividly recall the palmy days of the old Somerset pike when the Troy coach⁷⁹¹ and four horses, the Conestoga wagon, horsemen and footmen, and droves of horses and cattle lined the grand old pike. Mr. Glessner did a thriving business; it was seldom that the house was not filled with guests, stables crowded with horses, and the pasture with droves of cattle. It was an era of prosperity, the farmers had a market for their products, and Mr. Glessner and many other innkeepers came down with their four and six horse teams into the settlement for corn, oats, etc. Thousands of bushels of grain were utilized by the hotel men in feeding stage and wagon horses, and droves.

The tavern was built at the intersection of the Glade Road and the road to Berlin, as shown by [Figure 0784](#). The tavern location is also shown on the 1876 Beers map of Allegheny Township. The January 27, 1829 issue of the "**Somerset Herald**" lists the White Horse Tavern as being offered for sale as part of the estate of Adam Miller. In 1870, 80-year-old Henry J. Young described a tavern that preceded the White Horse Tavern. His description was included in the August 3, 1894 issue of the "**Somerset Standard**", as follows:

At the place known by the present generation as the White Horse tavern, there was then a log cabin in which a man named George Keller kept a tavern. From Keller's to Altfather's mill⁷⁹² was a complete wilderness.

According to the November 1975 "**Laurel Messenger**", Adam Kinder filed an early application to conduct a tavern known as White Horse on the Glade Road at the top of the Allegheny Mountain.⁷⁹³ The article indicates that Adam Miller was a subsequent proprietor of the White Horse Tavern.

Volume II, page 206 of the 1906 book "**History of Bedford and Somerset Counties...**" states:

We are now at the "White Horse Inn," so celebrated in the early days of the Glade road. This was already a tavern site in the days of the log cabin, for it is known that George Keller kept a tavern here in such a house long before 1800. In the days of the turnpike the "White Horse Inn" was at one time kept by Joseph Flemming. He was succeeded by Samuel Jordan. A. M. Glessner is also known to have kept this tavern, and, as we think, at a later day than Jordan's occupancy. In the palmy days of the old road and the pike this old tavern always did a thriving business, and there were but few days in the year that the house was not filled with guests, the stables with horses and the pastures with cattle. All the stage coaches stopped here and the passengers dined.

⁷⁹¹ Two companies manufactured stagecoaches in Troy, New York. The May 8, 1827 issue of the "**Troy Sentinel**" states: "The improvement in the mode of conveyance in this country is not confined to steamboats and the water, as those may well testify who recollect the difference between our light, elegant and convenient stage-coaches, with their spring seats and easy motion, and the lumbering vehicles which were in use for the purpose some twelve or fifteen years ago." The article goes on to describe improvements made by the companies of Orsamus Eaton and Charles Veazie.

⁷⁹² According to the May 1970 "**Laurel Messenger**", Altfather's mill was two miles east of Berlin. The mill is identified as "Old Farthers Mill" on the 1830 Melish map ([Figure 0784](#)).

⁷⁹³ The 1975 article gives the application date as 1771, but this seems to be a typographical error—the date 1791 was probably intended. The November 1994 "**Laurel Messenger**" article "*Tavern Owners-1991*" lists Adam Kinder as having the White Horse tavern on the Glade Road, at the top of the Allegheny Mountain.

