

# The Historic Public Improvements of the County.

## Brief Sketches of the Conception and Building of Toll Highway, Ways, Railroads and Canals in Centre County.

**THE BELLEFONTE AND SNOWSHOE RAILROAD.**

The original owners of this road were mostly Philadelphians, nearly all of whom were Quakers, or Friends. The company was organized in 1857, immediately after which the construction of the road was commenced. The line extends from Bellefonte to Snow Shoe, a distance of twenty-six miles, where the company owned forty-six thousand acres of valuable timber and coal lands, purchased of J. Gratz, of Philadelphia. The road was completed in 1858, at a cost of eight thousand two hundred and fifty-nine dollars and some cents per mile, all of which was paid as the work proceeded, leaving the company free from debt, when the first train passed over the track. This road was the first, and until 1864, the only one in operation in Centre county.

"were wanting in that liberality of efficiency that should characterize our railroad-making system." Accordingly a new charter was applied for, and obtained on the 21st of February, 1857, and a new company organized April 13th, 1857, consisting of the following gentlemen: James Irvin, Wm. A. Thomas, Edward C. Humes, James Burnside, John T. Hoover, Edmund Blanchard, Samuel Linn, H. N. McCallister, William Underwood, John Adams, John Thompson and T. M. Hall, of Centre county, L. A. Mackey, J. S. Furst and Samuel McCormick, of Clinton county, and J. T. Mathias, of Blair county.

The capital stock of the company consisted of ten thousand shares of fifty dollars each, with the privilege of increasing to twenty thousand shares.

Work on the road progressed slowly for various reasons, till 1864, when it was completed.

This road is now maintained and operated by the Pennsylvania railroad company, under a lease for ninety-nine years, dated December 7th, 1864.

The Tyrone and Clearfield railroad passes across the southwestern portion of the county. It was completed as far as Philipsburg in the fall of 1863, and afforded, for that place, a much needed outlet. The advantages of the county, derived from this road, are confined principally to that part lying upon the western slope of the Allegheny mountain; Philipsburg and vicinity being especially benefited by its construction. Powellton and Sandy Ridge are quite important stations south of Philipsburg. The former is a shipping point for coal mined in the neighborhood. At Sandy Ridge there is an extensive fire-brick manufactory, the productions of which find their way to various markets over this road.

The Susquehanna river and North and West Branch Telegraph Company was incorporated on the 9th day of April, 1849, for the purpose of constructing a telegraph line "from the point where the Susquehanna river intersects the boundary line between the States of Pennsylvania and Maryland" and extend up the north and west branches of that river, with branch lines, &c., one of which terminated at Bellefonte; and continued in use till the completion of the Bald Eagle Valley railroad, when it was abandoned. James Burnside, James Irvin and John P. Fackler were members of the corporation for Centre county.

**LEWISBURG, CENTRE AND SPRUCE CREEK RAILROAD.**

This road was first projected about the year 1850, and preliminary measures taken to secure its construction by the following gentlemen: David Duncan and Peter Wilson, of Spring Mills; George Boal, of Boalsburg; Samuel McWilliams and W. C. Duncan, of Millheim; Dr. Charles Coburn, of Aaronsburg; Col. Paxton, of Catawissa; Hon. John Walls, Hon. Eli Sliker and Hon. George F. Miller, of Lewisburg; Dr. Samuel Strohecker, of Rebersburg; Moses Thompson, of Lemont; Judge Lewis, of Philadelphia; Hon. Samuel Calvin, of Hollidaysburg, and others.

In 1854 the subscriptions to stock amounted to about two hundred thousand dollars, and a charter was then obtained; but by a resolution of the board of directors the undertaking was, for a time, abandoned because of the difficulty, if not the impossibility, of raising the required amount of money. In 1858 the charter of this company was transferred to the Atlantic and Great Western railway company, but little or nothing was done by that corporation toward building the road, and the charter was returned to the original company, and afterward transferred to the Pennsylvania railroad company, soon after which the branch from Mountain Top to Lewisburg was constructed. Subsequently, the road was extended to Millburg, Union county, and then, through a committee consisting of George F. Miller, of Lewisburg, Wm. Phillips, of Pittsburg, and James P. Coburn, Esq., of Aaronsburg, the bonds of this company, amounting to \$2,000,000, were negotiated with Mr. Thompson, president of the Pennsylvania railroad company, for its construction, which completed the road to Spring Mills, Centre county, in July, 1877.

Later it was built on its terminus near Lemont and there made connection with the B. N. and L., running to Bellefonte and bringing the rich agricultural regions of Penn's Valley in daily touch with the county seat.

**TURNPIKES, ETC.**

At an early period in the history of Centre county "turnpikes" or "artificial roads" were constructed for the benefit of the traveling public. In many instances the labor required in opening these thoroughfares was very great. Sometimes they passed through heavily timbered tracts, and often it became necessary, in their construction, to remove large bodies of earth and rock, and bridge streams of considerable size. It should be borne in mind that similar undertakings at the present day can be much more easily and cheaply accomplished than in former times, owing to the superior facilities now obtainable.

In 1810 the Buffalo and Penn's valley turnpike company was incorporated, and constructed a turnpike from Sunbury, Northumberland county, to Aaronsburg, Centre county.

On the 29th of March, 1819, five companies were incorporated—one authorized to build an "artificial road" from Northumberland, Northumberland county, to Youngstown (now Millburg, Union county); and one, consisting of the following persons, to build a road from Youngstown to Aaronsburg, Centre county: George Latimer of Philadelphia, William Whitman, of Berks county; John Driesbach, John Wilson and Henry Roosh, of Union county, and James Duncan, of Centre; another, with the following gentlemen as incorporators, to construct a road from Aaronsburg to Bellefonte: Richard Wistar, of Philadelphia; J. K. Boyer, of Berks county, Michael Bolinger, John Keen, William Irwin, John Furey and John Mitchell, of Centre county; and another, to extend the road to Philipsburg: Simon Gratz, of Philadelphia; Thos. Burnside, J. M. Fox, Joseph Miles, Roland Curtin, John Rankin and James Forster, composing the company; and still another, to complete the line to the Susquehanna river, in Clearfield county: Hartman Phillips, John Mitchell, of Centre county; and another, Loraine, William Bagshaw and Jacob Test represented Centre county in this company.

The Centre and Kishacoquillas turnpike company was incorporated in 1820. Gen.

Philip Benner was the first president, and the following named gentlemen constituted the first board of managers: John Furey, Jacob Valentine, William W. Potter, Dr. William I. Wilson, W. H. Patter, James Patton, Wm. Brown, Jr., John Johnson, Robert W. Jacobs, James Criswell, E. B. Patterson, and John Norris treasurer. This thoroughfare was for many years a most important one, but since railroads have become so numerous throughout the country turnpikes have been used less than formerly, this being no exception to the rule. It originally extended from Bellefonte to Reedsville, Mifflin county, a distance of about twenty-five miles, but in 1871 that portion between Milroy and the southern terminus was abandoned, which left about twenty-one miles under the control of the corporation in 1877. About a year ago that portion reaching from Centre Hall borough to the Mifflin county line was abandoned and now all that remains is the 8 miles from Bellefonte to Centre Hall.

In 1825 or 6 a company was organized to build a turnpike from Potter's Old Fort to the Juniata turnpike, and April 10th, 1826, the Snow Shoe and Packerville turnpike company was granted authority by the Legislature to build a turnpike from Snow Shoe, Centre county, to Packerville, Clearfield county.

March 30th, 1832, the Bald Eagle, Nittany and Bellefonte turnpike road company was incorporated, the charter being granted by the following persons: W. H. Henson, George Bressler, James Brown, Isaac McKinney, Thomas Burnside, S. H. Wilson, Robert Tate, William Carner and John Rankin. The road was commenced at Mill Hall, (now in Clinton county), and passing through Fishing creek gap, up Nittany valley, terminated at Bellefonte. On the same date a net was passed incorporating the Bald Eagle and Nittany valley turnpike and railroad company, with the following commissioners authorized to open books for subscriptions, &c.: Wm. Snyth, Isaac McKinney, W. A. Thomas, Joseph Harris and Joseph Montgomery. This corporation was empowered "to construct a turnpike or railroad from a point on the Great Island road between James Hutchinson's and Black Horse tavern."

On the 14th of April, 1834, the Bald Eagle, Nittany and Bellefonte turnpike road company was incorporated for the purpose of building a turnpike from the Bald Eagle bridge through Nittany valley to the Brush valley road in Miles township. John Shaffer, Philip Reitzel, Samuel McKee, Philip Walker, William Devling, John Henderson, James Brown, S. H. Wilson, David Hackenberg and Philip Krebs constituted the company.

The North Ward School House, Where the Interesting Historical Relic Exhibition is being made by Bellefonte Chapter Daughters of the American Revolution.

The Bald Eagle and Clearfield turnpike road company was organized June 25th, 1837, to build a road from the mouth of Beech creek to connect with the Snow Shoe and Packerville turnpike, in Clearfield county. Thomas Burnside and John Mitchell were the members of the company from Bellefonte.

April 23rd, 1844, the Old Fort and Spruce Creek turnpike road company was chartered. This road connected Potter's Old Fort, via. Boalsburg, with the "town of Water Street," in Huntingdon county. Among the incorporators were: Patton Lyon, Geo. Boal, John Irvine, Jr., James Potter and O. P. Duncan.

In 1861 a company was organized to construct a turnpike from Bellefonte to near Washington furnace, in Clinton county. The following are the gentlemen to whom the charter was granted: Thomas Huston, A. Carner, Henry McEwen, Geo. Swartz, James Gordon, John J. Gregg, Thomas McKean, Jacob Struble, E. C. Humes, H. N. McAllister, Jacob V. Thomas, E. Blanchard and A. L. Valentine.

On the 14th of April, 1834, the Bald Eagle and Spring Creek navigation company was incorporated, with authority to construct a canal from the state works at Lock Haven to Bellefonte, a distance of twenty-five miles. This work was completed in 1846, at a cost of a little more than \$11,500 per mile. It had twenty-two lift locks, six guard locks and ten dams. The company was composed of the following members: Roland Curtin, Thomas Burnside, Bond Valentine, James Irvin, William W. Potter, Joseph Harris, Joseph Miles, John Rankin and Andrew Gregg, Jr., of Centre county, and Richard Peters and Jacob Lex, of Philadelphia.

The opening of this canal was an important event in the history of Bellefonte and the Bald Eagle valley, affording, as it did, a greatly desired means of transportation for the products of the forest and farm, as well as those of the furnace and forge. After the completion of the Bald Eagle valley railroad the western portion of the canal was abandoned, having been rendered unusable by the extraordinary freshet of 1865.

"In 1849 a plank road was located from the canal at Milesburg to the Pennsylvania railroad at Tyrone, thirty-one miles in length. At Unionville, six miles west of Milesburg, it was made to connect with the Bellefonte and Philipsburg turnpike. From this point to Tyrone, a distance of twenty-five miles, the plank road was opened in 1852. Through a part of the valley, prior to this, there was no road at all, and a masterly inactivity characterized the inhabitants of the whole district. Tyrone city contained three dwellings, and of the few little towns in the valley assented to the description of the Deserted Village. The freight and travel that arrived at Bellefonte Furnace, from Clearfield and the adjoining counties, was carried over the mountains to Spruce Creek, twelve miles distant. No sooner was the plank road opened than the business of the county increased at an unprecedented rate. Farms

were opened up, mills were erected, furnaces put in operation, roads constructed, and trade and travel sought this route." All of the early day improvements have either been abandoned or are in a state of dilapidation as compared with their pristine glory, except the pikes leading from Bellefonte to Centre Hall, to Boalsburg and State College and a few short branches in the lower end of Penns and Brush Valley.

**Told By the Eyes.**

Blue eyes are said to be the weakest. Uprighted eyes are typical of devotion. Wide-open eyes are indicative of rashness. Side-glancing eyes are said by ocellists to be the strongest. Small eyes are supposed to indicate cunning. The downcast eye has in all ages been typical of modesty. The proper distance between the eyes is the width of one eye. People of melancholic temperament rarely have clear blue eyes. Eyes with long, sharp corners, indicate great discernment and penetration. The white of the eye showing beneath the iris is indicative of nobility of character. Gray eyes turning green in anger or excitement are indicative of a choleric temperament.

When the upper lid covers half or more of the pupil the indication is of cool deliberation. An eye the upper lid of which passes horizontally across the pupil indicates mental ability. Unsteady eyes, rapidly jerking from side to side, are frequently indicative of an unsettled mind. It is said that the prevailing colors of eyes among the patients of lunatic asylums are brown and black. Eyes of any color with weak brows and long, concave lashes are indicative of a weak constitution. Eyes that are wide apart are said by physiologists to indicate great intelligence and a tenacious memory. Eyes of which the whole iris is visible belong to erratic persons, often with a tendency towards insanity. Wide open, staring eyes in weak constitutions indicate jealousy, bigotry, intolerance and pertinacity, without firmness.

**WAS IT A MIRACLE.**—"The marvelous cure of Mrs. Rena J. Stout of Consumption has created intense excitement in Cammack, Ind.," writes Marion Stuart, a leading druggist of Monroe, Ind. She only weighed 90 pounds when her doctor in Yorktown said she must soon die. Then she began to use Dr. King's New Discovery and gained 37 pounds in weight and was completely cured." It has cured thousands of hopeless cases, and is positively guaranteed to cure all Throat, Chest and Lung diseases. 50c and \$1.00. Trial bottles free at F. P. Green's drug store.

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—IN USING—  
"CYDONINE"  
for chapped hands, lips and face and for use after shaving. It COSTS ONLY 15 CENTS and our guarantee, "Your money if not satisfied," goes with it. Try AROMATIC TOOTH WASH price 25c, has no superior at any price. Give these articles a trial.

Full Line of  
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from 50c. to \$1.25.

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**Restaurant.**

**DO YOU GET HUNGRY?**  
Of course you do. Every body does. But every body does not know that the place to satisfy that hunger when in Bellefonte is at Anderson's Restaurant, opposite the Bush House, where good, clean, tasty meals can be had at all hours. Oyster and Game in season.

**DO YOU PLAY POOL?**  
If you do, you will find excellent Pool and Billiard tables, in connection with the Restaurant.

**DO YOU USE BOTTLED BEER?**  
If you do, Anderson is the man to supply you. He is the only licensed wholesale dealer in the town, and supplies only the best and purest brands. Will fill orders from out of town, promptly and carefully, either by the keg or in bottles. Address  
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**MONEY TO LOAN** on good security and houses for rent.  
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LARGEST FARM SUPPLY HOUSE  
—IN—  
CENTRAL PENNSYLVANIA.  
Their prices are right and their guarantee is behind the goods, which means many a dollar to the farmer. The more conservative farmer wants to see the goods before he buys, and buy where he can get repairs when needed, for he knows that the best machinery will wear out in time. Goods well bought is money saved. Money saved is money earned. Buy from the largest house, biggest stock lowest prices; where the guarantee is as good as a bond; where you can sell your corn, oats, wheat hay and straw for cash, at the highest market prices, and get time on what you buy. All who know the house know the high standard of the goods, and what their guarantee means to them.

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COAL—Both Anthracite and Bituminous.  
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**FOUND IN BELLEFONTE.**  
At the Carriage Shops of S. A. McQuiston & Co., the place to have your Carriages and Buggies fitted with the celebrated

**MORGAN & WRIGHT SOLID RUBBER TIRES.**  
We have become so favorably impressed with these tires and have such confidence in them, that we have purchased the necessary tools for fitting them to wheels. We can fit them to your old wheels or furnish new ones, as you may desire, at a price

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**THE BEST TIRE** but also

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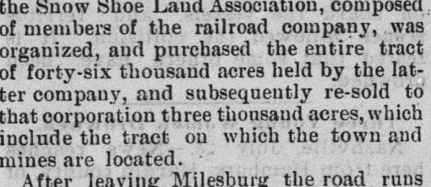
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**—TRY MY SHOP—**  
**P. L. BEEZER,**  
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There is no reason why you should use poor meat, or pay exorbitant prices for tender, juicy steaks. Good meat is abundant hereabouts, because good cattle, sheep and calves are to be had.

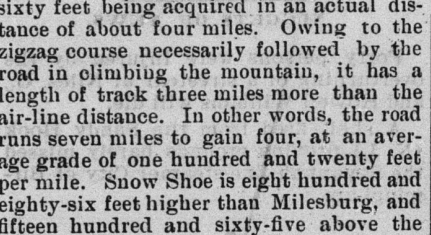
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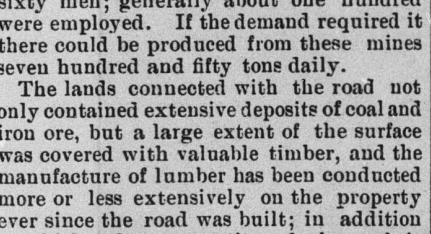
**GETTIG & KREAMER,**  
Bush House Block,  
BELLEFONTE, PA.  
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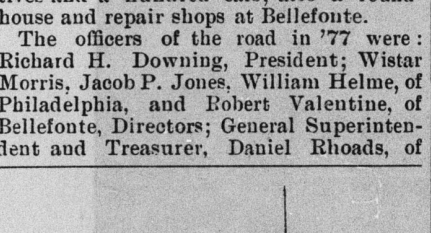
Armory Co. B. 5th Reg., N. G. P. in which the Visiting Soldiers are Being Entertained.



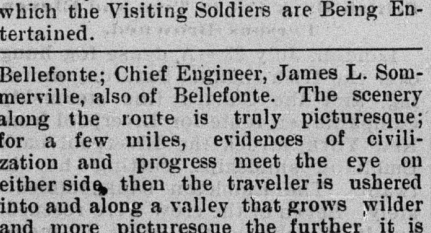
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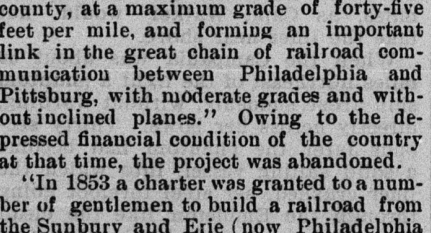
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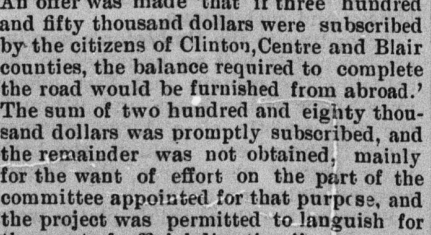
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