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CENTRE COUNTY IN THE CIVIL WAR.

148th Regiment, Pennsylvania Volunteers.

T. P. Meyer, Sergeant Co. A., 148th
Regiment, P. V.

(To be Continued.)

CHAPTER VII. SIEGE OF RICHMOND.



NEWSPAPERS IN CAMP.

During the whole of this night there was not a loud word spoken in our detail; for we were so near the enemy's works that an ordinary conversation would have been heard, and drawn the fire of many guns and musketry, which would at once have driven us away. We were not discouraged, and got the fort well under way; other troops, later on, finished it.

The weather on Nov. 2nd and 3rd was something dreadful. Snow, sleet and rain in torrents, that made the trenches canals of mud and water. Here there was no escape from the inclemency of the weather; nor from the slimy, sticky, muddy walls and bottoms of these freshly dug trenches; yet they were constantly occupied by vigilant watchers, with guns in hand, day and night. The greatest vigilance was required during inclement spells. Dashes from line to line were often made, when there was reason to believe, that, by reason of unfavorable weather conditions, the watchers would be more lax than at other times.

In the trenches it was sit, and watch, and shoot, no matter how cold or snowy, wet, rainy, or muddy, with our fire. There was no chance to jump around, run or tussle each other, to keep warm, like on ordinary occasions, or with the reserve.

It required vigilance; we never knew what moment a squad of the enemy would creep up in the darkness, scale the parapet with a bound, and open a murderous fire on the men in the trenches.

One dark night a squad of daring Confederates "tricked" the pickets, crept up to our breastworks, just to the left of the 148th, in rain and wind, undiscovered, till one of them raised up, poked the muzzle of his gun through a port hole and shot one of our men through the head, killing him instantly.

On another dark night, in a raging storm, quite a force of the enemy crept up to the first line of breastworks, in front of Fort Haskell, scaled the bank with a bound, and captured twenty-five of our men, and escaped with them to their lines.

These little fool-hardy "rushes" and "sneak trips," did not hasten or retard the end of the war a single day, and if the Union soldiers ever made any, I failed to make the discovery.

One afternoon while the 148th was doing picket service in the outer trench in front of Fort Steadman, and very near to the enemy's trenches, Comrade S. M. Spangler and I went out to see how the 148th boys were making out, for they were keeping up a rattling fire. We followed the zigzag trench which led to the outer line; this was about three feet wide, and four to six feet deep, zigzagging, so the enemy's sharpshooters could not see our men going and coming.

We found the boys all right; the fire had slackened. David Rosman and Jesse Kremer were sitting on a board in the ditch, eating their noon-day crackers.

How is it going, I asked. Rosman answered, it was lively all day, but it is rather quiet now; we had a few wounded, none killed. Take my gun and give them a blast. I picked up his Spencer Repeating Rifle, a powerful gun, then peeped through the port hole, and fired a few shots in rapid succession, into a port hole of the Confederate works, then set the gun down. A few minutes later Jesse Kremer took up his gun, peeped out through the port hole for something to shoot at; seeing nothing, he took up a stone half the size of a man's head, with one hand, and set it against the port hole, exactly before his face; that instant, while he still had hold of it, a bullet from the Confederate line struck it,

and splashed into fragments. The setting of this stone had saved Jesse's life; it frightened him; he turned pale, as he said; "Dunner wedder! Sel wor naigst."

Many of the more active fighters of the 148th, on this advanced line, would shoot one hundred and fifty to two hundred shots at the Johnnies in twenty-four hours; and the gun barrels would get so hot that they could not be touched with the hand. Each soldier fired as often as he liked, and many used up six to seven dollars' worth of cartridges, each, a day; they were given all they could use.

On Nov. 4 (1864) our Division was reviewed by Gen. Nelson A. Miles, (now, 1904, Lieut. Gen. of the Army of the United States.)

The reviewing ground was some miles from camp; matters progressed slowly; it was evening when the review was ended and we returned to camp after night, which was very cold, yet beautiful and moonlight; ground frozen solid as a rock, and a cutting wind blowing.

All our spare time was devoted to building winter quarters, though there was no assurance of our remaining in this camp twenty-four hours.

During the forenoon of Nov. 5th our Corps was reviewed by Gen. Hancock, who was, this day, relieved by Gen. Humphreys, of the 5th Corps, and under whom the 2nd Corps remained to the end of the war.

Gen. Hancock took formal leave of the Corps, and was given loud and prolonged cheers, by the men he had led so long and so well.

We reached camp at noon, and shortly after it was rumored that we would be called on to fight in the coming night; we paid no attention to this rumor, for how would the "rank and file" know this in advance, and yet, fighting was constantly going on somewhere.



The Company Cook.

But darkness had scarcely settled down upon us, when we received orders to "pack up" quietly, and be ready "to move at a moment's notice." Down came our tents and we were ready in short order, and marching rapidly to the right. The night was very cold; the ground frozen hard, and marching good. We reached Fort Morton, four miles away, about ten o'clock, and formed lines of battle a short distance to the rear and right of said fort; soon the order came, "forward!"

We advanced rapidly; passed Fort Morton to the right, down into a pine forest, near the new fort we worked on a few nights before, where we "dressed up" our lines for battle and waited. About midnight we suddenly found out what we were sent here for. The enemy seemed to rise out of the ground and spring from every bush, in large force, and made a furious attack on our lines, capturing a part of our works, including the new fort; earth and sky seemed to be spitting fire. The slope from which the Confederates fought, looked like a line of fire-bugs in active operation; but every flash indicated a bullet in our direction. The forts opened up all along the line, with unusual energy, and the racket for a while was appalling.

For a while we thought a general advance all along our line would follow this attempted sortie. We had now recovered all our works and everything quieted down. It soon became evident that there was no advance contemplated.

Secondary Fire at Huntingdon Furnace.

What is known as the furnace barn of Clark Grazier, at Huntingdon Furnace, was destroyed by fire about three o'clock Thursday morning of last week, together with side buildings and most of their contents. The main barn was 100x40 feet in size, another was 90x40 feet, and still another 50x40. A large lot of live stock perished consisting of seventeen head of Hereford and Swiss cattle, five head of horses, twelve high blood sheep, and one hundred chickens. All the grain, wagons, implements and tools were destroyed.

The stock saved was taken out of the barn while it was burning. There is an insurance of \$1500 on the buildings, but it will not cover half the loss. No other cause for the fire can be figured out than that it was the work of an incendiary.

ROAD BUILDING SPECIFICATIONS.

How State Highway Commissioner Wants Roads Built Provided State Aid is Given.

The Republican legislature made much ado about the appropriation of \$6,000,000 for road building, claiming that it would greatly reduce rural taxation. The fact is, the money has been appropriated, but the conditions upon which rural districts can secure any part of this money are such that it is only the exceptional district that can afford to build road at such a vast expense, even when the state pays two-thirds of the cost.

Appended are the specifications laid down by the State Highway Commissioner for a stretch of road one mile in length in Monroe township, Snyder county. A brief examination of the conditions imposed will clearly demonstrate that road building can not be done by local contractors on account of the expensive machinery necessary in the construction; that the cost per mile will be not less than \$5,000; that no township in Centre county can afford to build but a very small fraction of its roads under this system—indeed, not one out of five townships can afford to build any part of its roads under state supervision.

Taxpayers should carefully examine the Sproul road law in connection with the specifications printed here and decide whether or not they can afford to invite state aid in road building.

1. LABOR AND MATERIALS.

The contractor is to furnish all labor, materials, tools and machinery necessary to the prompt and efficient execution of the provisions of these specifications; all work to be done to the satisfaction of the State Highway Commissioner.

2. PLANS AND DRAWINGS.

The plans and drawings prepared by the State Highway Department form part of these specifications, and must be followed without variation, unless specially authorized in writing by the State Highway Commissioner. In case of discrepancy between scale and figured dimensions the latter are to govern.

3. GRADING.

The contractor shall do all grading, either by cutting or filling, as the case may be and shall remove from the highway all trees, stumps, roots, poles, fences, walls, buildings or other encumbrances upon or in the roadway, and all spongy or unstable material, replacing the same with solid material. In all cases where the earth fill exceeds one foot in depth, the filling must be deposited in layers or courses, not exceeding one foot in depth, loose measurement. Each course shall be graded across the entire fill before starting another course. The grading must conform to stakes placed by the State Highway Commissioner or under his direction. The contractor is to furnish the necessary material to make the required fills.

The complete grade is to have a slope of one-half inch to one inch to the foot from the centre to the sides, according to the percentage of the grade of the road, and the side road is to conform to the surface grade of the completed roadbed, so that an unbroken slope shall be presented from the centre to the shoulders or ditches on either side.

In the rock cuts the rock must be blasted out at least eight inches below the surface line of the finished grade of the road. Rock used in filling must not come within eight inches of the surface line of the finished grade, and must not be allowed to nest, but must be distributed so as to avoid pockets.

4. SLOPES.

Slopes in solid earth must be one foot horizontal to one foot vertical; in sand or loam, one and a half feet horizontal to one foot vertical; in hard shale, one-half foot horizontal to one foot vertical; in rock, one foot horizontal to six feet vertical. Where slopes are liable to be washed they shall be protected by riprap.

5. ROADBED.

The graded roadbed must be rolled until firm with a roller weighing not less than 12,000 pounds nor more than 20,000 pounds. Any depressions formed under such rolling must be filled and rolled again, until the sub-grade presents a uniform appearance and is identical in form with the cross section of the road when finished. All projecting stones to be removed from old roadbed.

6. MACADAM.

Only good solid stone shall be used in macadamizing. On the prepared roadbed shall be placed the bottom course, extending nine feet on each side of the centre line, and composed of stone not larger than three-fourth inch and one inch and a half mixed. After being evenly spread, the course shall be thoroughly rolled with the roller hereinbefore specified until none of the stone move under the roller. The bottom course must be five inches deep after rolling.

The finishing course shall be one

inch thick, and composed of rock screenings not exceeding one-half inch in diameter. It shall be applied dry and rolled once before wetting, then alternate applications of water and rolling until finally completed, when the surface must present a uniform appearance and conform to the shape and grade fixed by these specifications and the accompanying plans.

In all rolling the roller must start from the side lines of the roadbed and work toward the centre, unless otherwise directed by the State Highway Commissioner.

8. CULVERTS AND DRAINS.

Culverts and drains to be built or laid at the points and in the manner designated by the plans.

No stone to be used in building walls of culverts or wing walls, of less rise than three inches, with eight inches and length twelve inches. All stone to be well bedded. No stone to be set on edge. Only best grades of hydraulic cement to be used, one part cement and two parts sand. All covering stones to be free of cracks or seams, and edges at joints to be dressed so as to fit tightly together.

9. GUTTERS.

Gutters to be constructed in conformity with plans. All gutters shall be not less than 18 inches wide at the bottom, with an even grade, with no pockets or loose earth left in the bottom. All cobble gutters shall be made from stones well bedded in sand or gravel, laid with the longest diameters parallel with the road and thoroughly rammed into place. No rotten stone shall be used, and stone broken in ramming shall be replaced.

10. NO EXTRAS.

No extra work will be allowed unless authorized in writing by the State Highway Commissioner at a price agreed upon before the work is done. The decision of the State Highway Commissioner shall be final in all matters pertaining to the construction of the proposed work.

11. LIABILITIES OF CONTRACTORS.

The contractor must keep the roadway open to the public at all times during the progress of the work, and shall maintain sufficient guards by day and night to prevent accidents. The contractor will be held responsible for all damages to property, personal injury or any damage that may result by reason of construction.

The contractor is to begin work within eight days and shall complete it within forty days from the signing of the contract, unless an extension of the time is authorized in writing by the State Highway Commissioner.

The contractor is to keep the finished road in repair for the period of five months from its acceptance by the State Highway Commissioner.

The contract is not to be sublet unless with the written approval and consent of the State Highway Commissioner.

LOCALS.

Friday—April 1.

Spring has sprung.

Miss Emilie Alexander, of Tyrone, was home over Sunday.

C. P. Long, headquarters for clothing, shoes, dry goods and notions.

The sun-rise prayermeeting will be observed in the Lutheran church Easter day.

D. C. Runkle, of Pittsburg, Tuesday shipped his second car load of horses to Pittsburg. The stock varied from a "plug" to a first-class draft horse.

J. A. Reesman has on hand the finest lot of cook stoves and ranges ever in stock in Centre Hall. The late patterns of the Red Cross stoves are decidedly pretty.

Mrs. Sarah Kamp and son Bruce, of Lock Haven, were guests of the Rhone family last week, and assisted them to move to their new home recently purchased in Centre Hall.

The Eastern Synod of the Reformed church will raise \$4000 for special mission work in China. The Centre Hall congregation, Sunday, will lift a collection for that purpose.

Mrs. W. H. Schuyler and Mrs. G. O. Benner are attending the sessions of the Woman's Foreign Missionary Society of the Presbyterian church in Altoona. The convention opened Wednesday and closes today (Thursday).

The National Magazine for April is proof that a good stout "shak-up" sometimes does a lot of good. The National's plant at 41 West First street, Boston, burned in February. The March number had to be made all over in a dozen different shops.

The three great topics in the news of the past month,—the Northern Securities decision, the first steps in the construction of the Panama Canal, and the progress of the war in the far East,—are comprehensively treated in the Review of Reviews for April. In addition to the editorial summaries, Mr. Walter Wellman sketches the personnel of the Isthmian Canal Commission, which has just sailed for Panama.

"Nobody Asked You, Sir," she said.

Though Governor Pennypacker had commenced plotting for a transfer from the Executive chair to the Supreme Bench soon after the death of Justice McCollum had created a vacancy, and though he made a formal announcement of his candidacy as long ago as December 8, after having provided for an ad interim occupancy that would not interfere with his nomination, there has been no response to his naive proposal at the hands of his party. Not a delegate has been instructed for him. Even his own county has expressed another preference. Like the pretty milkmaid in the nursery jingle, his party has been deaf to hinting or direct appeal:

"May I go with you, pretty maid?"

"Nobody asked you, sir," she said.

There has not been wanting, besides this indirect testimony of popular aversion, the more direct disapproval involved in the refusal of Mr. Lyman D. Gilbert to accept a stop-gap appointment, the protest of Justice Brown, and the answering opposing movements of learned and honorable members of the bar. But Governor Pennypacker, steeped in his own self-conceit, makes no answer to the general demer. He rests on the assurance that Senator Quay will nominate him and that the people of Pennsylvania, setting aside their own desires, will vote him into a life position and the enjoyment of a salary substantially increased by his own Executive act.

Probably there is not another public man in the country of Governor Pennypacker's reputation and experience, invested as he has been with the highest office in the gift of the Commonwealth, who would be capable under such circumstances of such complete incapacity to see himself as others see him. He is a mental and moral enigma.

Representative Overstreet, chairman of the House Committee on Post Offices and Post Roads, who so strenuously and successfully insisted upon the disclosure by the Post Office Department of the complete list of Senators and Representatives who had to do with "Dear Beavers" in stretching the law to cover certain doubtful favors to political hangers-on was just as insistent in backing down.

By a strict party vote, under the lead of Mr. Overstreet, the House refused to entertain an amendment to a postal bill under consideration providing for an investigation of the Post Office Department. No wonder Mr. Overstreet was daunted and distressed by his peep under the lid. There has already been too much investigation of Post Office rottenness, and the Indiana statesman will never be forgiven for his inopportune exposure.

Why is Congress so anxious to adjourn with a large amount of legislation unconsidered? Is it because Congress has become a superfluous body when President Roosevelt substitutes his decree for legislation and thus disposes of millions of public money without consulting the representatives of the people? There seems to be no other adequate reason why Congress should be desirous of abdication its functions months in advance of the usual time of adjournment.

According to Walter Wellman, in the Philadelphia Press, President Roosevelt has quit making a goose of himself in the White House; quit blarneying; quit "hollering" at callers; quit being strenuous; quit meddling with the White House servants' work. He has quit all this tomfoolery and taken up the work of making pension laws to strengthen him in the next presidential campaign.

A little detachment of United States troops has made short work of the new "Filipino Republic" by killing President Sakay and fifteen of his adherents and capturing the remainder. As usual, the report of the encounter is accompanied by the addendum: "No losses on the American side."

There is much indignation in Congress because President Roosevelt has dared to usurp legislative powers in his late pension order. Yet this is nothing new or strange. Imperialism had its rise in Rome when the Senate abandoned its functions to a Marius, a Sulla and a Caesar.

According to the imperialists it is absolutely necessary to have a great navy in order to protect the Philippines, and it is necessary to hold the Philippines in order to have a great navy.

McClure's for April is fairly stunning in its effect. The first of a series of articles on "The Enemies of the Republic," by Lincoln Steffens, which will consider the misgovernment of states, takes up Missouri and gives the reader a shock he will not soon forget. It is almost paralyzing in its relentless array of fact and logic concerning corruption as a custom, a system, a revolution in government.

TOWN AND COUNTY NEWS.

HAPPENINGS OF LOCAL INTEREST FROM ALL PARTS.

Spiritualistic mediums are advertising spring styles in raps.

Sydney Poorman now occupies the Sparr farm, east of Centre Hall, vacated by Elmer Ishler.

Ex-Sheriff Cyrus Brungart and family are now residents of Centre Hall, having moved Thursday of last week.

Dr. George B. Klump will leave Bellefonte to locate at Williamsport. Dr. W. W. Feidt, of Williamsport, will succeed Dr. Klump.

If your paper does not reach you at your new home, notify this office at once. Many addresses have been changed but perhaps some have been missed.

The dairyman will find it to his interest to consult B. F. Homan, of Oak Hall Station, agent for the National Separator. Write to him for a catalogue.

The first accident on the Centre and Clearfield street car line resulted in the death of a boy who had his skull fractured. The lad attempted to jump from the moving car.

Lewistown council passed an ordinance submitting to a vote of the people a proposition for the negotiation of a city loan of \$100,000 to cover the cost of a new sewerage system.

D. J. Meyer shipped a car load of milch cows to Berks county Wednesday morning. Mr. Meyer accompanied the stock and will be present at the sale to be held Monday.

Miss Ella Decker, of Pittsburg, was the guest of Mrs. G. O. Benner and Miss Laura Runkle, in this place, last week. Miss Decker will return to Pittsburg about the first of April.

Eugene Stamm, of Loganton, together with a team and load of keg staves, tumbled over a fifteen-foot embankment. The horses were badly injured, the wagon demolished and the driver seriously hurt.

The social of the Christian Endeavor, of the Reformed church held Friday night was a most delightful affair. Judged from a literary, social or gastronomic standpoint, the superlative would have to be applied.

John Eby, son of Noah W. Eby, of Woodward met with a severe accident. He works at Dunlo, and while trying to take a revolver out of his pocket the revolver was discharged, the ball passing through his right hand.

C. N. Kryder, of Clover Lick, West Virginia, was a passenger over the L. & T., Monday morning, on his way to Pittsburg. He had been to Millflint to see one of the members of the large lumber firm in which he is interested.

Messrs. A. Morris Burkholder and Lloyd R. Smith, after spending some time at their former home at Centre Hill, returned to Altoona where they are employed by the Pennsylvania railroad company. Mr. Burkholder, it will be remembered, just joined the benedictis.

Bruce S. Lingle, of Cherokee, Iowa, is here on a visit to his mother, Mrs. Elizabeth Lingle. He accompanied three car loads of fat cattle as far as Chicago. About one-third of the stock was fattened by Mr. Lingle, who pays special attention to growing and fattening cattle.

George Bradford, one of Potter township's supervisors, was a caller the other morning. He will be one of the busy men the coming summer, conducting one of the most productive farms in this section and doing the full part of a supervisor, but he will be equal to the occasion.

Samuel Harmon, of Loganton, while rolling logs, fell down a steep hill at Pleasant Point, cutting an ugly gash in his face and breaking his nose. Dr. Bickell found it necessary to take seven stitches to close the wound. The week previous his sister-in-law, Mrs. Jesse Harmon, fell on the ice and broke her right arm in two places.

Messrs. Jonas and J. R. Bible, of near Potters Mills, were among the callers at this office Saturday, and both for the purpose of advancing the labels on their newspaper. It seems to run in the Bible connection to make prompt payment of newspaper subscriptions for there are just a half dozen Reporter readers by that name recalled by the writer, and none of them need be ashamed to look into the editor's face.

Mr. and Mrs. James C. Goodhart were tendered a reception Thursday evening by the parents of the groom—Mr. and Mrs. George L. Goodhart, at Centre Hill. The guests were received so cordially and served with such an elaborate spread that the occasion will be remembered after many similar affairs have long been forgotten. It was a case of being entertained at the Goodhart home, which must be experienced to be rightly appreciated.