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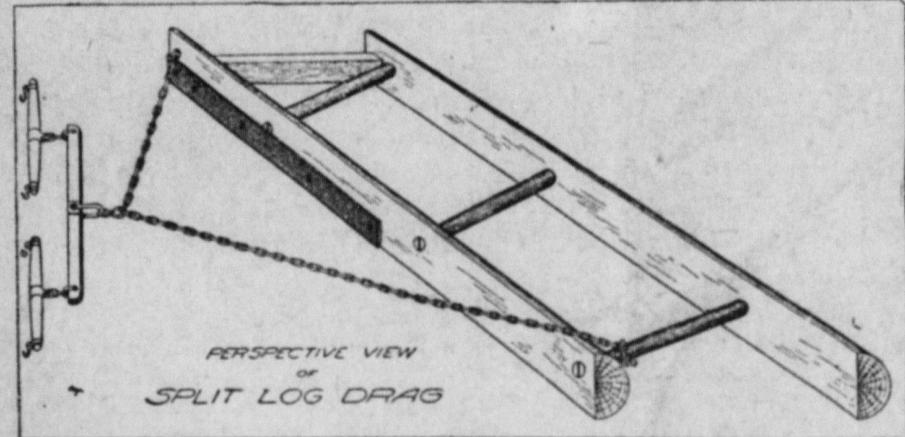
MODERN METHOD OF MAKING CLAY ROADS

Information Regarding the Famous King Split Log Drag

BEST ROADS COST LEAST MONEY

Centre County Roadmakers should Give the Drag a Trial—Not Too Cheap to be Good—Pronounced a Great Success

Considerable space in this issue of the CENTRE DEMOCRAT is devoted to a timely subject—that of improving our public roads. The advantages from a financial point, of having good roads in every community, need no argument, while the pleasure and comfort derived in travel are more than a sufficient recompense.



Everybody really is in favor of good roads, but how to secure them without burdening property owners with excessive road taxes is the problem.

In Centre county we have two kinds of roads, those with a stone foundation, and the ordinary clay road made entirely of earth. We have a fairly good proportion of stone roads, yet in every township there is a large extent of clay road especially leading from the main thoroughfares. The larger portion of the roads through the Bald Eagle Valley are clay or earth roads. Snow shoe and Burside townships have considerable extent of clay roads. In Nittany and Pennsylvan there are many clay roads.

The purpose of this article is to talk about building the best clay or earth roads at the lowest expense. In other words, how the best roads can be built for the least money; and it can be done by adopting the proper method, one which has been tested, and proven to be the best.

"THE KING SPLIT LOG DRAG"

The above is an illustration of the famous King Split Log Drag, invented ten years ago by D. Ward King, of Maitland, Mo. It is a simple, inexpensive, home-made implement that any farmer with an axe and an auger can make. To day all the states in the Mississippi valley after extensive tests are endorsing this device and through their highway departments and agricultural colleges are urging the road supervisors and individual farmers to use the simplest, cheapest and best method of building and maintaining their earth roads.

Some of the large railroad systems in the West employed Mr. King and furnished him with a special train to go along its lines and teach the crowds of farmers, who gathered at the stations, how to build good roads. Recently the good roads association of Lycoming county held a public session in Williamsport and employed Mr. King to come there and tell them all about his drag and how to operate it.

Since then we have seen articles in the Williamsport papers and interviewed prominent citizens from that place. They inform us that split log drags are in use now in every part of Lycoming county and marvelous results have been accomplished. Even in the city of Williamsport they have graded many of the unpaved muddy streets and made splendid driveways out of them.

With all the testimonials we have read from all parts of the country, we think that Centre county road supervisors, our Grange organizations, and the public in general, should give this question proper consideration. We understand that a strip of new road at State College, leading to one of the experimental stations, will be built by the King split log.

For the benefit of our farmers we clip the following from a circular issued by the Lycoming county Good Roads Association which was carefully prepared and gives all details for building and opening the drag. We want every farmer to preserve this article, because we believe in a short time split-log drags will be in general use, therefore preserve the following, as you will be making one before long:

HOW TO MAKE A SPLIT-LOG DRAG

Directions Prepared By Good Roads Assn. of Lycoming County From D. Ward King's Writings.

Mr. King says: The most common mistakes I notice are (1) making the drag too big and heavy, and (2) using timbers with too wide a face on the ground.

This drag is made from a log seven feet long and ten inches in diameter. The halves are thirty inches apart (inside measure). The fourth diagonal stake is spiked in to stiffen ditch end of drag.

Take a log seven to nine feet long and ten to twelve inches in diameter and split it in halves. Set the halves flat sides to the front, fasten thirty inches apart (inside measure) with three strong stakes, the ends of which are wedged in two inch auger holes, bored through the slabs. Both slabs are same length but rear one should extend fourteen or sixteen inches away from ditch end of front slab as indicated on picture. The driver's board had better be a platform of inch boards, cleated in such a man-

ner that the cleates (dropped between the stakes) will hold platform securely on drag. To do best work driver should be able to walk over drag quickly and securely.

To fasten chain (or heavy wire), simply wrap one end around an end stake, carry it over top of slab, out of double trees and then back to ditch end of slab, where it should be slipped through a bored hole and can be fastened by poking a bolt through one of the links. The hole should be bored three or four inches from end of slab and about its centre up and down. This puts rear end of chain up out of the way of the dirt as it drifts along the face of the slab and allows the length of chain to be altered. (See cut above.)

Face about four feet of ditch end of front end of slab with iron; an old wagon tire or any piece of flat steel will do. This may project half an inch below wood at ditch end of steel, but should come up flush with wood at other end. The steel is not absolutely necessary at first.

One of the slickest little sleights of drag building is the taking advantage

of the twist that will be found in splitting even straight logs. After splitting a log, when you place one of the slabs on edge, with face of one end plumb, the face of the other end will not be plumb; will not be at right angles with the floor. By selecting proper slab for front of drag, this obliqueness can be used to give ditch end of slab a chisel-like action on the road surface, while the other end of same slab will have its face perpendicular or plumb. This is a fine point and may be a little hard to see, but it will pay big if you can grasp the idea. The same effect is produced by inserting a three-cornered strip of wood under the steel at ditch end of a plank drag.

Without any doubt, the half of a split log is the best shape for drag material. I have made several splendid ones from ends of cedar telephone poles. If forced to use plank get elm or cypress for something strong and light) x 12 of proper length and reinforce it lengthwise of its center by a 2x4 or 3x4. Bore four inches of wood through which to bore two-inch holes for stakes. By this arrangement of the plank the shape of the log slab is approximated.

I have seen a great many drags made in numerous different styles, but I find nothing suits me better than hedge, or straight oak stakes. If the stakes are properly wedged, money spent on long bolts is wasted.

I hope these details and fancy points will discourage no one. Never forget that the poorest drag used in the poorest manner by a man who wants to learn will surely improve the highway.

Directions For Operating Drag.

As a general rule, always haul the drag at an angle of 45 degrees, moving the dirt to the centre of the road. The action of the drag is governed by four things:

- 1st. The Length of The Chain, which is regulated by slipping it backward or forward through the hole in ditch end of drag. The length of the chain regulates the hold taken on the earth. To make the chain longer is equivalent to putting weight on the drag. If your drag is too heavy, shorten the chain.

- 2nd. The Position of The Snatch Hook, which attaches the double trees. To move much dirt or cut small weeds hitch the hook close to the ditch end of drag and stand as nearly on the end of the front slab as is safe. Drive very slowly when thus hitched. This one hitch seems to be the hardest to learn. The others suggest themselves.

- 3rd. Position of The Driver on The Drag.—To move dirt see above. In a soft spot stand on rear slab. On a hard spot stand on front slab and drive slowly. If the drag clogs with straw, weeds, sod or mud, step to a point as far as you can get from ditch end of drag. To drop dirt in a low place step quickly from ditch end to other extreme. To fill a low place or mud hole nicely is the severest test of skill with a drag.

- 4th. Presence or Absence And Sharpness or Dullness of The Steel. The steel may project half an inch below the wood at the ditch end of the steel, but should come up flush with the wood at other end of the steel. After a clay or gumbo road has been dragged four or five years, the soil becomes so tough and putty-like that one must study it closely to know what to do. Sometimes I use sharp edge steel, sometimes dull edge (holes are bored in both edges of steel so that I can turn it upside down and use same bolt holes), and sometimes the plain wood.

This can be learned only by experience, and you have several years in which to study the problem.

At the beginning of this agitation I was careful to urge the necessity of waiting a certain period before using the drag. The experience of some of my neighbors and others has converted me to the theory that the only time dragging hurts the road is when it is too dry, when it has a tendency to produce dust. But if you drag in the sloppy mud and the weather remains settled, the sun and wind will bake and harden the smooth surface and the road will be improved. However, in the best interests of the road and team it is better to drag while the soil is still moist, yet sufficiently dry

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A KIDNAPPING CAUSES EXCITEMENT

Husband Succeeds in Carrying Away Little Boy.

FIERCE BATTLE TOOK PLACE

Occurred Sunday Down at Romola—Followed by a Posse—Officers Made Arrest Without a Warrant.

Sunday the quiet little hamlet of Romola, this county, was thrown into a fervor of excitement over a kidnapping episode. It seems that James O'Brien and his wife have not been living together for some time, and they had some difficulty as to who should have the children. When the estrangement took place the couple were living at Orvis, where Mr. O'Brien was employed. After the agreement to disagree Mrs. O'Brien took the children and went to the home of her parents, Jos. Council's, who live on Marsh Creek, about one mile east of Romola. Ever since the separation Mr. O'Brien had an unquenchable desire to get possession of one of the children, so he adopted the kidnapping scheme and on Sunday successfully carried it out.

Early in the morning he secured a conveyance from S. O. Watts' livery stable, at Lock Haven, and started for the Council home, arriving there about noon. Here he found his wife and two children—one a boy about three years of age, and the other a little girl about two years old. O'Brien watched the playful mood of the little boy for awhile and in an unguarded moment he seized him and drove off at breakneck speed down the road toward Beech Creek; on arriving there he went to the home of Emanuel Miller and had the horse taken to DeHaas' livery stable.

At once the kidnapping was made known after which a brother of Mrs. O'Brien with a posse of citizens in conveyances followed the kidnapper. They located him at the Miller home and then went and secured the services of Joseph White, constable of Beech Creek borough. He, with the crowd from Romola, went to the Miller residence to make an arrest, when a fierce battle took place, the officer and the posse meeting defeat by being driven away. The reason for this was that the constable had no warrant, Miller and O'Brien with the boy then went to the livery stable, secured the horse and drove toward Lock Haven. Chief of Police McClintock was called up by telephone and told to be on the look-out for the parties. He had no difficulty in locating O'Brien and his child, but as no warrant had been sworn out and there was no specific charge against the man, he declined to interfere and O'Brien was allowed to go free.

New Athletic Field.

If you don't think that James R. Hughes principal of the Bellefonte Academy, has the ginger and the snap just take a jaunt out to where he is putting up the fence to enclose the large plot of ground. About every eight feet there is a post hole so he is going to make the enclosure strong and durable.

It was big undertaking but it is a practical demonstration of the old maxim "Where there is a will there is a way." The fence is paid for but what is needed now is a grand stand in front of which may be expected some grand stands. Bishop Darlington, of Harrisburg, in his sermon Sunday evening in the Episcopal church, strongly voiced the growing sentiment for athletics which, no doubt, was a feather in Mr. Hughes' hat, and got the people thinking more seriously along this line. There is no question but what a strong healthy body means a strong healthy man, and if the boy hasn't a cord of wood to saw or split up every morning he should be given a chance to develop his muscles some other way. This is Prof. Hughes' idea so if you can aid the project do it by going to the ministrals.

C. E. Union.

The executive committee of the Centre County Christian Endeavor Union met at Unionville, April 25, full of vigor and energy for the work. District union meetings were planned for; there are seven separate districts in the county. Our President found it necessary to resign, and the first vice president, Mr. Wm. H. Solt, of Howard, was duly elected to fill the vacancy. Our annual convention will be held this year in the Buffalo Run Presbyterian church, Sept. 9-10. Outdoor meetings are planned for and a very good and profitable time is anticipated. Determine now for yourself to be present and work toward it. A general invitation is extended.

Mark Two.

There are two things we wish again, for a thousandth time to impress upon the minds of some: When wanting your address changed, always give the old address as well as the new. And again, "secondly"—when remitting on subscription, never expect your name to be changed until the first week of the month following; when remitting in April, look for change of label the first week in May. By observing these two points, patrons can save considerable needless concern for us, and themselves needless correspondence and postage.

Pensions Increased.

John D. Thompson, Howard, \$30; Calvin Williams, Martha Furnace, \$15; Robert Musser, Phillipsburg, Special act, \$24; Henry Fletcher, Howard, \$15; David W. Shirely, Buffalo Run, \$15; William C. Andrews, Phillipsburg, \$15.

Credits Given.

All persons who remitted to us on subscription during the past month (April) will find credits given by a correction of the date on the label with our next issue.

HOOVER GOLDEN WEDDING.

Fifty years ago, on April 27, Harvey Hoover and Mary Callow drove from Unionville to Tyrone where they were married by the Rev. Black, of that place. Seven years later they moved to their present home, two miles west of Unionville, where, with the exception of four years, they lived in Unionville, and have made their home ever since. Nine children were born to this union all of whom are living and enjoying good health.

On Monday, April 27th, a family reunion was held in memory of the golden anniversary of this marriage, and was attended by the following children: Mrs. J. E. Daily, DuBois; Richard C., at home; Grant, a general insurance agent, of Williamsport; Sherman, an engineer, Williamsport; Mrs. H. B. Esterline, Fairmont, W. Va.; J. Clyde a chemist for the Cambria Steel Co., Johnstown; George P., with the P. R. R., of Tyrone; Martha H., a graduate nurse, DuBois; and Mary E., advertising manager for the McKeyley Co., Youngstown, Ohio. Besides the immediate family the following other relatives were present: Mrs. J. C. Hoover and daughter, Julian; Mrs. A. W. Reese and daughter, Edna, and Mrs. J. M. Williams and son, Port Matilda; Mrs. Grant Hoover; son and daughter, Williamsport; Mrs. George Hoover, and three daughters, Tyrone; Janice and Master Lewis Esterline, Fairmont, W. Va.; and Master Harvey Daily, DuBois. Mr. and Mrs. Hoover were the recipients of many valuable presents among which were several gold coins. At one

KNIGHTS OF COLOMBUS ORGANIZE

New Council Established at Bellefonte on Sunday

PROMINENT CATHOLICS ATTEND

Came from all Parts of the State—Council will Start with a Large Membership—Beneficiary Society of the Church

On Sunday a new Council of Knights of Columbus was instituted in connection with the St. John's Catholic church, of Bellefonte. The occasion was of such prominence and importance that it brought together between four and five hundred strangers from many towns and cities in Central Pennsylvania. A special train arrived over the Central Railroad of Pennsylvania in the morning from Lock Haven and Williamsport, and another arrived here in the afternoon about 1:30 o'clock from Tyrone. These trains contained representatives of this well known order from Harrisburg, Pittsburg, Johnstown, Altoona, Ebensburg, Clearfield, DuBois, Philadelphia, Lancaster, St. Mary's and other places. Many of them were representative men from all the walks

FACT, FUN AND FANCY

Bright, Sparkling Paragraphs—Selected and Original.

It is no trouble for some people to look for it.

Some men belong to church and others imagine the church belongs to them.

When a man loses all his money it changes him so that his friends scarcely know him.

It is a very easy matter to add to a woman's happiness. It doesn't cost anything to tell her she is pretty.

When a fellow stops buying extravagant presents for a girl it is a sign that she has either shaken him or promised to marry him.

WEDDINGS.

CASHEE-SIGEL.

On Thursday George Cashee and Miss Lena B. Sigel, both of Port Matilda, came to Bellefonte and going to the parsonage of the United Brethren church they were united in marriage by the pastor, Rev. D. Barshinger.

MCWILLIAMS-THOMPSON.

Prof. Samuel Peter McWilliams, son of Mr. and Mrs. G. W. McWilliams, of Fairbrook, Centre county, and Miss Margaret, daughter of Mr. and Mrs. William K. Thompson, of Cannonsburg, will be married this evening at 6 o'clock at the bride's home. They will be at home after June 1st.

GORDON-WIAN.

At the residence of the bride's parents Mr. and Mrs. Lewis Wian, Berona, Samuel F. Gordon, Jr., and Miss Isabelle Wian, were united in the holy bonds of matrimony, April 25, by Rev. J. F. Hower, pastor of the United Evangelical church. Immediately after the usual congratulations and best wishes the guests partook of a bounteous repast which was heartily enjoyed. A host of friends join in wishing this worthy couple a long and prosperous wedded life.

HICKS-COLEMAN.

A pretty home wedding took place at the residence of Mr. and Mrs. Henry Coleman, at Everett, at eight o'clock on Monday morning April 20, when their daughter, Miss Elizabeth Coleman, was united in marriage to Howard S. Hicks, son of W. L. Hicks, Esq., of Tyrone. The ceremony for which was performed by Rev. Lamar of the Reformed church. Mr. Hicks is superintendent of the Bullock Swing and Chair Manufacturing company, at Milesburg, this county, for which place the young couple left immediately where they went to house-keeping in their new home already furnished by the bridegroom.

MOERSCHBACHER-KELLEY.

Wednesday morning at 7:30 o'clock Ralph Moerschbacher and Miss S. E. Kelley, both of Bellefonte, were married in the St. John's Catholic church by Father P. McArdle. The groom's best man was Joe McGowan, and the bridesmaid was Miss Mary Moerschbacher, sister of the groom. The nuptial ceremony was witnessed by only a few friends. An interesting incident took place after the knot had been tied which the wedding party will remember the balance of their life. The groom belonged to the United Fire company and as a good send off several members of this organization hitched two horses in the patrol wagon and putting four chairs in it they went to the church where they compelled the wedding party to get into the wagon and they were driven through the streets. It was a novelty and, of course, commanded considerable attention of the pedestrians on the streets. Just as they were in the height of their jollification the fire alarm sounded. At first it was considered a joke to get the people out to witness the wedding party, but when it was found to be a reality Bruce Garbrick, who was driving the wagon, turned around and took the bridal party a ride up Bishop street a mile a minute. The fire was located at the rear of Joseph & Co's store, caused by burning paper. The fire got into a number of store boxes and for a few minutes things looked pretty threatening. Both fire companies did good work. After the fire Mr. and Mrs. Moerschbacher took dinner at the home of Mrs. Bert Painter, who is a sister of the bride. In the evening they partook of supper in their own home. The groom is an industrious young man, being associated with his father, Charles Moerschbacher, in the wholesale beer business, pool room and restaurant. The bride is a young woman who will make a model wife.

Synod to Meet.

The sixteenth annual session of the General Synod of the Reformed church in the United States will open in York, Tuesday, May 29, and will continue for ten days. The meetings will be held in the Trinity Reformed Church, of which Rev. A. A. Apple is pastor. Questions of the greatest importance to the Reformed Church throughout the country will be discussed. It is expected that upwards of 300 delegates will answer to the roll call on the opening day. The General Synod of the Reformed Church of the United States is composed of eight district synods and sixty-eight classes.

Business is picking up all right at Axemans, instead of the axe factory J. A. Hoover has started an ice cream manufactory in the Garman house; every Saturday evening the place will be opened where the boys can blow themselves on their girls. It is to be seen, how much sand the fellows out there have. Girls, if they don't step up to the rack, don't let them come and keep you up until midnight seven nights in a week.

The "Knights of Columbus" is purely an American order, organized about twenty years ago, the present membership being 225,000. Its object is to stimulate a fraternal friendship among the male portion of the church, and thus bind them together. In addition to this it is of a beneficiary character, and provides for its members or families in case of sickness or death.



HARVEY HOOVER AND FAMILY.

o'clock all were invited to the table with a feast of good things which were enjoyed by all. Several very delicate little people were among the crowd of which Mrs. J. E. Daily and Edna Reese were estimated to weigh something between 200 and 300 pounds. All are united in wishing Mr. and Mrs. Hoover many more anniversaries of their marriage.

The Logan Pig Feast.

Thursday evening the Logan Steamer boys had a pig roast around at their quarters on Howard street. About 10:30 o'clock "Billy" Deall arrived with two good sized pigs cooked to the queen's taste. John Dunlap, an old hand at the business, was delegated to carve the "piggies" and see that the guests were well served. He didn't give Earl Tuttle a square deal, however, as he sent him a piece that goes under the fence last which made the young Register turn all the shades of the rainbow. When you come to think of it that was adding insult to injury. No wonder Earl said in the Daily it made his mouth water to look at it. About sixty firemen and a few invited friends sat around the festal board which was filled with good things and heartily enjoyed. While the supper was going on and for several hours after Christy Smith's famous orchestra discoursed delightful music which added a great deal to the success of the evening.

After the inner man was satisfied Col. E. R. Chambers, who was toast master for the occasion, rapped for order and called on some of those present for a few remarks. Among those who responded were Henry C. Quigley, Dr. M. J. Locke, H. J. Jackson, John L. Dunlap, Thomas Beaver, R. B. Taylor, William A. Brown and E. C. Tutten. Those in charge and to whom credit is due for the success of the evening were Joe Shaughsy, who was really the prime mover in the affair, assisted by Harry Gebret, John Anderson, Fred Reese, Frank Sluinger, John Trafford and John Morrison.

Tenant 38 years on Same Farm.

Some tenant farmers make an annual flit, others in two to five years, a few a longer term without having to move, but Isaac Smith, of near the "Union," in Gregg township, carries off the prize for having been a tenant on the McMurry farm, uninterruptedly, for a period of 38 years ending with April 1st, last, when he moved to a farm near Madisonburg. This gives Mr. Smith a clean diploma as a tenant, and with our personal knowledge of the man we can vouch for his honesty and as a man faithful to his trust and his landlord.

Benjamin A. Hubbard, who for the past eight months has been the efficient physical director at the Y. M. C. A. will leave on Friday for his home in Scranton. Mr. Hubbard has two engagements for the summer awaiting him at Scranton, but it is hoped that he will return to Bellefonte in the early fall.

The application for a state road between Oak Hall and Boalsburg, has been approved and as soon as the preliminary details are completed, work on the road will commence. The advertising and awarding of contracts will consume some time.

Academy minstrels Friday and Saturday evenings, at the opera house.

of life. Had the times been propitious for causing the number of delegates present to have been doubled, from the fact that this may be the last council instituted in this section of the state for some years to come. As the delegations arrived they were cordially taken in charge of by local committees and escorted to Reynolds' hall where the institution took place. When the noon hour came the delegates were royally entertained at the various hotels, but the Brockerhoff did the bulk of the business. This house was practically made their headquarters.

The order of the exercises began at 9:45 o'clock in the morning with High Mass by Father P. McArdle, pastor of the church. This was followed with a sermon by Rev. G. M. Kelley, Ph. D., of Tyrone, who delivered a very forcible discourse along the line of the subject of the day. The music was especially fine as it was rendered by a number of young men from a distance. The large church was filled with an appreciative congregation.

At 10:30 a. m. the exercises come closed with the new brotherhood was held in Reynolds' hall where the first degree was conferred by the Tyrone council. The second degree work was in charge of the Williamsport council. District Deputy James E. Gibbons and staff, of Williamsport, had charge of the exemplification of the third degree. He was assisted in the ceremony by Dis. Deputy O'Laughlin, of Clearfield. Among the other prominent Knights was State Dep. Patrick H. Lynch, of Philadelphia.

In the evening the following officers were installed by District Deputy J. E. Gibbons for the ensuing term: Grand Knight, Joseph M. Brockerhoff; Deputy Grand Knight, Philip Beezer; Chaplain, Father McArdle; Chancellor, Harry E. Fenlon; Warden, Joseph M. Heintz; Treasurer, Michael Hazel; Financial Secretary, Wm. Howley; Recording Secretary, Stanley F. Plachecki; Trustees, Joseph Ceader, J. C. Rowe, and C. M. Parrish; Physician, Dr. L. R. Tryon; Advocate and Lecturer, Thomas J. Sexton; Inside Guard, George Brown; Outside Guard, Wilford L. Miller. This was followed by instructive addresses by Rev. G. M. Kelley who spoke of "The Catholic Church and Knighthood," J. E. Gibbons took as his subject "The Knight," Joseph Ward, of Williamsport, resident engineer for the Reading Railroad Co., then spoke on the theme, "Practical Experiences of a Knight," "The Dignity of Knighthood" was the subject discussed by Frank P. Cummings, of Williamsport. Other short talks were made by Dr. Joseph Brockerhoff, Thomas A. Shoemaker, of Bellefonte, and P. H. Lynch, Supreme Knight, of Philadelphia. With this address this very enjoyable feature of the day's exercises closed.

In the evening at 6:30 o'clock the ladies of the parish royally entertained the guests at a bountiful repast which was elegantly served in their hall, adjoining the church. To serve five or six hundred people means considerable work, and the ladies are to be congratulated on being able to do it so successfully. By 9:30 o'clock both special trains had departed leaving another order in Bellefonte which commences its work under the most favorable and auspicious circumstances. It is composed of about 90 charter members with the prospects of many more. The order will be known as Bellefonte Council No. 1314 of Knights of Columbus.

Continued at bottom of next column.