THE OLD PORTAGE RAILROAD DESCRIBED

IN ITS TIME WAS CONSIDERED A MARVEL.

IT CROSSED THE ALLEGHENIES

From Hollidaysburg to Johnstown-Connected the Canals-Used Ten Planes-Daylight Road-Abandoned Years Ago.

As the colonies along the Atlantic coast expanded, they burst westward through the trans-Allegheny trails and left these paths standing as open road-left throad region of the boiler was supported on a four the Portage road still remain. The As the colonies along the Atlantic

cupation of the famous old Conestoga wagons disappeared and the romantic stage coach got its first warning afterwards introduced. of relegation. The Ohio river was the only river which greatly facilitated westward migration during this early period. The most direct and shortest route to Pittsburg which was by canal Hollidaysburg, over the Portage Road to Johnstown, thence by canal to the Ohio river, became the most popular and the most largely patronized thoroughfare to the west. This in turn was later superceeded by the

Pennsylvania railroad. Of all the early highways of the the early days of the Old Portage Keystone state there is none on which there were no baggage cars, and the Of all the early highways of the our state exercised more care in its baggage was carried on the tops of the location, or took more interest in its passenger cars as in the old coaching construction, or of which her people were prouder when completed and in troduced. Nor were there any brake-operation than the Old Portage rail- men on the passenger trains. The road which connected the canal on the east side of the Allegheny mountains attended to the brakes. at Hollidaysburg with the canal on the west side at Johnstown.

Was a Direct Route.

After a careful consideration of all the surveys made by the direction of the assembly of this commonwealth to the surveys had the surveys had the surveys had the assembly of this commonwealth to find the best and most direct route at the first plane and remain there until the next morning. A passenger til the next morning. A passenger train going east would leave Johnston hitch me where water will drip on me. I train going east would leave Johnston hitch me where water will drip on me. Keep me well shod. Examine my have between six and seven in the least with the great west.

levels. The planes were numbered eastward from Johnstown. The head of plane No. 6 was the highest point on the road, and here a large hotel was erected for the accommodation of the traveling public. This was a fav-orite stopping place and the hotel building—called the "Stone House" is still standing. It is located about two and a half miles in a southeasterly direction from Cresson. On the
west side of the mountain, from
Johnstown to the head of plane No. 6,
there were five planes and six levels.
On the cost side from Helitageneral substitution of the cost side from Helitageneral substitution of the cost side from Helitageneral substitution of the data used until about the time of the abandonment of the Old Portage. Cor
was used until about the time of the abandonment of the Old Portage. Cor
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was used until about the time of the abandonment of the Old Portage. Cor
was used until about the time of the abandonment of the Old Portage. Cor
was used until about the time of the abandonment of the Old Portage. Cor
was used on the New Portage roa. On the east side, from Hollidaysburg to the top of the mountain, there were five planes and five levels.

The only tunnel on the road was at the head of plane No. 1. It was 900 same manipulation to cheat the state feet in length. This tunnel can be seen from the Pennsylvania railroad a duty it was to accept wood for fuel short distance east of Johnstown.

Opened For Business in 1834. When the road was opened for bus-in 1834 it was a single track hand side of the road to the Summit railroad, and during that year and part of 1825 all the cars, passenger and freight, were hauled on the levels left hand side of the road going of by horse power. Four horses were required for a freight train of five or six cars. The cars were about eight when a new inspector would take u These cars were taken up and let down the planes by stationary parties interested would carry the engines. A driver starting with a wood to the other side of the road, train at Johnstown would take his and re-rank it before his return, when train through to Hollidaysburg. Some it would be accepted again. They of the section boat drivers would put would thus get a double price for the their mules in the front section and have them hauled over the mountain Roa and some would take them over the Frankstown road and meet their boat

The rails and cast iron chairs were tation than the system of canals, brought from England. The rails locks and planes could supply. In the were something like the "T" rails meantime it had been ascertained to now in use but inverted. The flat be posible and practical to run a rail-side of the rail was up and the bulged road over the mountain. To meet part was set in a cast iron chair, and this increased need for transportation, the chair rested on a stone block or stone, tie. These stones had faces of ized April 13th, 1846. While the Penn-about two feet and were about 18 inches thick. The chairs were fastened by drilling two holes in the stone age, in an effort to noid the table of blocks, one on each side of the rail, build the New Portage. The New boles with locust pins, build the New Portage. The New Portage of the New Portage of the New Portage. then filling the holes with locust pins, placing the chairs over these pins and driving spikes through the chairs into the pocust pins. The rails did not have fish plates but were joined in the holes and wedged with keys. The Johnstown and Hollidaysburg on the portage was 41 miles, or 5 miles and the key driver had a daily trip of farther than by the Old Portage, but six or eight miles to drive them in place. The guage of the road was 4 ft. 8½ in. the same as now on all standard roads.

Stone Ties Were Used.

The iron rails, chairs and stone ties were used nly on the levels, never were used nly on the levels, never for twelve years the favorite and best for twelve years the favorite and best

and modern rails and ties were abandonand modern rails and ties were
sed.

When the road was contemplated the
reat obstacle to the civil engineers
as to get a track around the many
harp curves required in passing over

Charles Dickens rossed the Alle-When the road was contemplated the great obstacle to the civil engineers was to get a track around the many sharp curves required in passing over the mountain. They did not believe a long rail could be used on a durve and actually purchased rails four feet long for this purpose. It was discovered that a long rail could be laid around a curve of a practical radius. If this had been known at the time the roadbed was made, it is probable there would not have been any planes, but road was sold by the state to J. Edgar Thompson for \$7,500,000,000 and the deed executed July 31st, 1857.

Charles Dickens crossed the Alleghenies on the Portage railroad in 1842. The following is an extract from his American notes: "We left Harrisburg on Friday. On Sunday morning we arrived at Hollidaysburg, the foot of the mountain, which is crossed by railroad. Occasionally the rails are laid upon the extreme verge of a giddy precipice and looking from the car-

ed twelve years later. Stationary engines were erected at

head and the foot of each plane. When ley of light and softness and we ridacar went down another went up. Hemp ropes were used until 1843 wind."

When one of the first wire ropes made One of the most interesting objects

use on plane No. 1.

In June, 1835, the first locomotive was put in service for use on the level from the head of plane No. 1 to the foot of plane No. 2. This locomotive built in Boston and was called single pair of driving wheels were until 1851 when the locomotive "Jun-iata" with two pair of drivers was put lata" with two pair of drivers was put lata" with two pair of other loco-used by the Pennsylvania railroad.

The freight cars first used were eight feet in length and width and seven feet in height, and had one fourfeet long.

The passenger cars were about the size and had the general appearance of an ordinary horse street car. The platform and canopy were not so years. large, but the wheels were larger. In passenger cars as in the old coaching days, but later baggage cars were in-'captain" as the conductor was called,

sleeping and storing food. They were about \$x12 in size. It is generally supposed that Woodruff was the inventor of sleeping cars about 1860 and that Pullman brought out the dining cars as we know them in modern railroading, but dining and sleeping cars were used on the Old Portage twenty

years and more before. The fuel for the locomotives and stationary engines was wood, which was used until about the time of the abandonment of the Old Portage. Coal was used on the New Portage road, quarter of a cord of wood, which would be sufficient for a run of seven miles The larger locomotives used later umed from five to seven cords of

wood in a good day's work. We find in those early days, the would start at Johnstown or Hollidaysburg and inspect and accept all then he would return and inspect and accept all the wood ranked on the left hand side of the road going down. for the same wood twice. Sometime the wood on one side of the road, the

ave them hauled over the mountain and some would take them over the rankstown road and meet their boat thollidaysburg.

In 1835 a second track was laid.

The rolls and cost track was laid.

The iron rails, chairs and stone ties were used nly on the levels, never on the planes. Wooden ties and wooden stringers about five by eight inches with strap iron spiked on top were in use on the planes until the system was abandoned. When the New Portage was constructed the old style of rails, chairs and stone blocks were abandoned.

a gradual assent as was finally adopt- riage window, the traveler gazes sheer down, without a stone or scrap of fence between, into the mountain the head of each plane to draw the depths below. It was very pretty cars up and to let them down. The method for doing this was by an endless rope turning around a shive at the akeen wind, to look down into a val-

One of the most interesting objects by the inventor-Roebling-was put in at the World's Fair in Chicago, to transportation people, was a relief map of a portion of the Old Portage rallroad, showing the track, cars and locomotives in miniature. It had deminutive cars to explain how section boats were taken out of the water and Was built in Boston and was cared boats were taken out of the water and "Boston." The wages of the engineer were \$2.00 per day, and the fireman received \$1.12½. Joseph Parks, the meeting of the Fortnightly club by one of its members. It is published by request:

As the colonies along the Atlantic was built in Boston and was cared boats were taken out of the water and carried over the mountain. The exhibit is now in the Pennsylvania Rail-road Company's Historical Department in Philadelphia where about everything from the wooden spoke and fellow to its successor now in use is

through the trans-Allegheny trans and left these paths standing as open roadways. It is doubtful if anywhere else in the United States "wagoning" and wagoners" became so common or did such a thriving business as on the two or three trans-Allegheny routes in Pennsylvania between 1785 and 1850.

With the completion of the entire With the completion of the entire until 1851 when the locomotive "Jun-Pennsylvania canal system from Phil-

How great the difference between crossing the Alleghenies today and that of a hundred years ago. The immense vitality of our Republic and its great power of drawing people, inwheel truck, but in 1851 larger cars dustry and wealth to itself will make were brought into use which had two trucks and were sixteen to twenty more rapid facilities for travel and transportation than we have at present. Who can picture in imagination the changes that may take place in our highways during the next hundred

A HORSE'S PRAYER.

"To thee, my master, I offer my prayer: Feed, water and care for me; and when the day's work is done, pro-vide me with shelter and a clean dry bed. Always be kind to me. Pet me sometimes that I may serve you the more gladly and learn to love you. Do not jerk the reins, and do not whip One Train Each Day.

There was one regular passenger train each way every day. It was a beat or kick me when I do not understand what you want; but give me a stand what you want; but give me a beautiful understand you. Watch me kind of trains at night. When night chance to understand you. Watch me approached, freight trains would stop and if I fail to do your bidding, see if assembly of this commonwant direct route in the best and most direct route in Philadelphia to Pittsburg to control the east with the great west, it the next morning. A passenger train going east would leave Johnstown was the most practical. On the provided may be an about seven brown as the most practical to the provided supplement for the extent morning, and hardward of the canal system, authorized a canal, locks, and other works a canal commissioners to contract a canal, locks, and other works a canal commissioners to contract a provided may be a canal commissioners to contract a provided may be a canal commissioners to contract a provided may be a canal commissioner to contract a provided may be a canal commissioner to contract a provided may be a canal commissioner to contract a public and the fall of the canal system was adopted and the morning, and arriving at Johnstown and levels were the connecting links to approach the control of the canal system was adopted and the morning, and arriving at Johnstown and levels were the connecting links to approach the control of the canal system was adopted and the morning, and arriving at Johnstown A passenger train the theorem the proper noun portage was raised to be proper noun portage was raised to provide a proper noun portage was raised to the proper noun portage was raised to provide a provide a proper noun portage was raised to

Run Over By Ox Team.

It is seldom that we hear of ox teams nowadays, but there are many people who feel so lazy and dumpish that if an ox team came along they would not feel able to get out of the way. For such people there is no remedy equal to Sexine Pills, the great nerve and body builders. Price \$1 a box; six boxes \$5, with full guarantee. Address or call at C. M. Parrish, where hey sell all the principal remedies and

WHEN HER BACK ACHES.

A Woman Finds All Her Energy and

ache, hip pains, headaches, dizzy spells, distressing urinary troubles, all tell of sick kidneys and warn you of the stealthy approach of dropsy and other. The names of the partners, as herestealthy approach of dropsy and other serious troubles. Doan's Kidney Pills permanently cure all these disorders. Here's proof of it in a Bellefonte voman's words:

Mrs. L. Ingram, 382 E. Bishop St., Bellefonte, Pa., says: "Doan's Kid-ney Pills did a world of good and 1 feel that I cannot speak too highly of them. I suffered intensely from backache and my kidneys gave me a great deal of annoyance. Nothing helped me until I procured Doan's Kidney Pills at Green's Pharmacy Co. In return for the improvement they made I publicly recommended them in October 1807 and at this time. tober, 1907 and at this lime I can say that I have had no further trouble from my kidneys. You are at liberty to use my name as one who recommends Doan's Kidney Pills from personal experience."
For sale by all dealers. Price 50

ents. Foster-Milburn Co., Buffalo, New York, sole agents for the United

Remember the name-Doan's-and take no other.



WE KEEP A GOOD WATCH

on our stock and allow nothing inon our stock and allow nothing in-ferior to find a resting place. Our patrons will see this for themselves when choosing their building lumber from our yards. We are noted among builders for the superior quality of our lumber, and that we keep up to the standard by constant vigilence at Bellefonte Lumber Co.

BELLEFONTE LUMBER COM'P. Bellefonte, Pa.

Estate of Jane Ellenberger, late of Halfmoon vp., dec'd. Letters of administration in the above named Letters of administration in the above named estate having been gratted to the undersigned by the Register of Wills of Centre County. Pennsylvania, all persons indebted to the said estate are hereby requested to make payment and all persons having claims against said estate are requested to present the same duly authenticated without delay to HARRY ELLENBERGER Exr. John Blanchard, Atty. x23 Warriors Mark.

ADMINISTRATORS' NOTICE.

Estate of J. Calvin Meyer, late of Bellefonte oro. dec'd. Letters of administration in the above named hibit is now in the Pennsylvania Railroad Company's Historical Department in Philadelphia where about everything from the wooden spoke and felloe to its successor now in use is kept to show the progress made in transportation facilities.

Many very interesting evidences of the Portage road still remain. The roadbed and planes; the retaining the sail Letters of administration in the above named estate having been granted to the undersinged estate having been granted to the under

DIVORCE NOTICE.

In the Court of Common Pleas of Centre County, No. 45 Dec. Term. 1910.

Rosa May Buck vs. Eugene Buck

To Eugene Buck—You will please take notice that the undersigned a Commissioner appointed by the above court, to take the deposition of witnesses who will be produced and examined before him. in the above stated cause will meet the parties in interest, for the purposes of his appointment at his office in the Borough of Bellefonte, Pa., on Friday the, lethday of June A. D. 1911 at ten o'clock A, M., when and where you may attendif you see proper. you may attend if you see proper.
D. PAUL FORTNEY.

NOTICE

In the matter of the Estate of Daniel M. Wolfe, late of Gregg Township, deceased.
In the Orphan's Court of Centre County No.

In the Orphan's Court of Centre County No. 8310

To the heirs, legatees and all other persons interested in said estate:
Notice is hereby given that E. M. Wolfe, administrator.c, t, a, of etc., of Daniell M. Wolfe, late of Gregg Township, Centre County, Pa., deceased, presented his return of sale to the Orphan's Court of Centre County on Monday the 22nd day of May A. D. 1911 which said return was confirmed "ni si", and in which said return was set forth the fact that said petitioner secured from the several Orphan's Courts of Venango, McKean and Clarion, in the State of Pennsylvania, consent to the private sale of the real estate hereinafter set forth, at the price or sum of five thousand dolars, which said sale on confirmation absolute thereof by the Orphan's Court of Centre County, Pa., was to be made to Catharine A. Driebelbis, Lucy A. Leech and D. E. Wolfe.
Said real estate being situate in the Counties of Venango, McKean and Clarion, in the state of Pennsylvania, and is the undivided one-

Venango, McKean and Clarion, in the state Pennsylvania, and is the undivided one

NOTICE OF THE FORMATION OF A LIMITED PARTNERSHIP. Under Act of Assembly, May 9, 1899. L. 261, under name of "Pensylvania Chemical Closet Com-pay, Limited."

For the purpose of acquiring by purchase or otherwise the license and purchase or otherwise the license and exclusive privilege for and in certain county, counties, or territory in state of Pennsylvania or elsewhere, for the exclusive right to manufacture, sell and vend a certain chemical closet for which United States letters patent were granted unto Charles Kelley, bearing date of September 8, 1908, No. 888225; and for the purpose of manufactures and the purpose of manufactures. 898225; and for the purpose of manu-Ambition Slipping Away.

Bellefonte women know how the aches and pains that come when the kidneys fail make life a burden. Backache, hip pains, headaches, dizzy spells, in the territory acquired or to the territory acqu facturing, selling and vending said chemical closets and the buying and

tal is \$8840, all of which having beer paid by each partner by an approved valuation upon the property centributed by each, consisting of the license and exclusive right in and to said United States letters patent for said Chemical Closet, for the county or counties as set opposite the respective partners' names with the value there-on, for the manufacturing, selling and vending said chemical closets in the named territory, which said and exclusive rights under deed of assignment have been assigned by each of the respective partners to said limited partnership association:

Names of partners capital subscrib-ed and paid by contributing license for the county or portion thereof; all of said territory being situate within the state of Pennsylvania, as fol-

A. E. Schad: % undivided interest in and to Centre, Juniata, Clinton, Millin; 1-23 of Bucks, and 5-58 of Bedford counties, at valuation of

M. R. Johnson: 1/2 undivided interest in Centre, Juniata, Clinton and Mifflin counties at valuation of \$945. Robert Roan: Huntingdon county, at valuation of \$520.

James L. Bailey: Blair and Indiana counties at valuation of \$970.

J. M. Keichline: Franklin county at valuation of \$570.

J. W. Johnston: Union county at valuation of \$570.

J. K. Johnston: Union county at valuation of \$250. Samuel Leitzel: Cameron county,

samuel Leitzel: Cameron county, at valuation of \$70.

W. R. Shope: Clearfield and Butler counties at valuation of \$1480.

Richard Lutz: Montour county at valuation of \$100.

James R. Hughes: 2-23 undivided interest in Bucks county at valuation of \$100. of \$100.

Frank Hazel: 63-116 undivided interest in Bedford county, at valuation of \$315. J. H. Wetzel: 43-116 undivided in-terest in Bedford county, at valuation

of \$215.
All the foregoing partners being of Bellefonte, Centre County, Pennsyl-

vania.

Harry Roan and Mrs. Eva Roan, formerly of Philadelphia, now of Bellefonte, Pa.: Perry county at valuation of \$350.

J. Wallace Lytle, Benore, Pa.: Fulton county at valuation of \$220.

Geo. C. Lykens, formerly of Benore.

LEGAL NOTICES.

EXECUTOR'S NOTICE.

county at valuation of \$450. Grant Keslinger, Snow Shoe, Pa. Snyder county at valuation of \$240.
Charles Yanke, Punxsutawney, Pa.:
10-23 undivided interest in Bucks
county at valuation of \$500.
Frank Leitzel, Punxsutawney, Pa.:
10-23 undivided interest in Bucks
county at valuation of \$500. county at valuation, of \$500. All of the foregoing being LIMITED PARTNERS in accordance with the provisions of the statute.

Pa.: Adams

Pa., now of Bellefonte,

The principal office shall be in the Borough of Bellefonte, Centre County, Pennsylvania. Said partnership association to conpartnership association to continue for twenty years. Articles of partnership have been left for record in the Office of the Recorder of Deeds, etc., in the County of Centre, state of Pennsylvania.

THE BAZAAR,

J. S. GILLIAM, Prop.

Spring is now with us and on Saturday 15th anglers will be in evidence; throw your hock out this way and catch some one of the bargains. Ladies Waists, Colored, 25, 39 and

Ladies' White Waists 50, 69, 89 and Ladies' White Shirts 39, 59, 69 and Embroideries 5, 8, 10, 15 up to 98c.

Children's Handkerchiefs, 6 for 15c. Ladies' Handkerchiefs, 6 for 25c. Ladies' Top Skirts only \$1.00. Ladies' Gowns 48, 69, 75 and \$1.00 Ladies' House Dresses only \$1.00 New Lace Collars, Jabots and Ties 10c up. Beautiful New Rugs 38, \$1.50, 9-12

\$2.75. Shoes for all the family Leather in ing of 15 per cent. all kinds and best styles at a sav-ing ow 15 per cent. Granulated Sugar 5½, Coffee 22c. Bring your Eggs and Butter, Top prices in Cash.

GILLIAM'S DEF'T STORE

W. H. Musser

GENERAL INSURANCE AGENTS.

Notary Public and Pension Attorney. BELLEFONTE, PENNA.

wash skirts

Good looking, well made, serviceable Skirts at remarkably low

You can't afford to buy materials and take time to make Skirts when you can get good ones like these for so little money.

Black or Navy Duck Skirts with white polka dots - gore model - flounce effect - button trimd-regular sizes-length, 36 to 42 inches; waist band 22 to 28 inches-\$1.00.

Extra sizes-length, 38 to 44 inches-waist band 30 to 36 inches-\$1.25.

Same style Skirt White Linene at same prices.

Skirt No. 1404. Please order by number, giving color and size

desired. Foulard Silk Dresses - No. 1213. Black, Navy or Copenhagen with white polka dots-Navy with Green dots and Tan with Brown dots-kimono waist trimd with clusters of tucksthree-quarter sleeves with lace cuffs-dainty lace yoke and collar-gore skirt with tunic effect -attractive - serviceable - well made-sold earlier in season for \$15.00 and a good Dress at that -now \$10.00.

BOGGS & BUHL, NORTH SIDE, PITTSBURGH, PA.

JUST A LITTLE ONE

where you most need it, in the guest's room or in your own room; or a big one in the bath room. These extra wash basins, with open sanitary plumbing, are a cheap luxury if we furnish 'em and do the work. No residence is really up-to-date and healthful without sanitary wash-basins and lavatories. We are headquarters for such things.

A. E. SCHAD,

BELLEFONTE, PA.

Automobiles

Agent For The FRANKLIN. PEERLESS, POPE HARTFORD, THOMAS,

HUDSON. WAVERLY ELECTRIC and HIGH GRADE TRUCKS. A number of bargains in 2nd-hand

cars that are practically new. GARAGE, REPAIR SHOP and SUPPLIES.

BELLEFONTE GARAGE

JOHN SEBRING, Jr., Prop. Bellefonte (Entrance from Allegheny, Spring, Howard or Lamb Streets.)

SWAIN'S BACK ACHE AND KIDNEY PILLS

For kidney and bladder troubles. sciatica, 1'neumatic pains, neuralgia, headache, weariness and sleeplessness "that dragged down feeling."

EXPEL THE POISON MAKE LIFE A JOY

Acting directly on the kidneys these mild pills give almost instant relief because they not only act as a tonic but clean the kidney tissue of impurities and expel the poison from the

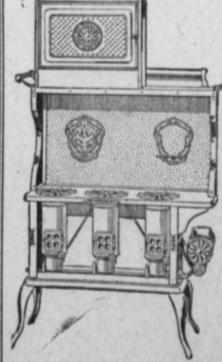
ASK YOUR DRUGGIST FOR SWAIN'S PILLS

So marvelous and universal are the results obtained that these pills are fully guaranteed. Every druggist has them. In 50-cent boxes only. If not satisfactory-your money back. Don't delay - don't run the risk of Bright's Disease. Get Swain's Kidney and Back Ache Pills today.

SWAIN MEDICINE CO., Inc.

Kansas City, Mo. For Sale by Green's Pharmacy Co.

Put This Stove in Your Kitchen



It is wonderfully convenient to do kitchen work on a stove that's ready at the instant wanted, and out of the way the moment you're done. Such a stove is the New Perfection Wick Blue Flame Oil Cooking Stove. By using it you avoid the continuous overpowering heat of a coal fire and cook with comfort, even in Dog Days.

The New Perfection Wick (Blue Flame) Oil Stove

is so constructed that it does not add perceptibly to the heat of the room. It differs from all other oil stoves in its substantial CAB-INET TOP, with shelfs for warming plates and keeping the cooked food hot, and drop shelves for holding small cooking utensils. Has every convenience, even to bars for towels. Three sizes With or without Cabinet Top.

Bonds of every

BELLEPONTE, PA.

Potter-Hoy Hardware Co. PENNA.

HARRY FENLON Accident and Tornado

TEMPLE COURT

INSURANCE

Successor to Frederick K. Poster and William Burnside