

History Of Dallas

(Continued From Last Week)

1821. April sessions. Road laid out from near school house near residence of Ezra Ide, southeast across Huntington road via Jacob I. Bogardus' improvement, also a center line of certified Bedford township, whole distance 716 perches to lint between lots 33 and 39, near house of Jacob I. Bogardus.

January 3rd, 1821. Road is ordered from line of Bedford township to Harvey's Lake, on petition of Joseph L. Worthington and others, whole distance 380 perches.

April sessions, 1822. Road opened from Bedford county line, via Dallas to Dallas, to Bowman's Creek).

November sessions, 1821. Road laid out from near Baldwin's mills (Huntsville) on line of road leading from Wilkes-Barre, whole distance 31 miles 307 perches. (This is the main road in present use from Wilkes-Barre, via Baldwin's Mills to Harvey's Lake, via Wyncoop's, Wheeler's and Whiteman's improvements, crossing Harvey's Creek and Pike's Creek, and through Flagler's, Wilkinson's and Long's improvements to an established road leading to Huntington).

January sessions, 1822. Road laid out and opened in Dallas from Phillip Kunkle's, via line between John M. Little, Aaron Duffy and others to highway at or near Warren Davidson's.

January sessions, 1823. Road laid out "beginning at public road near saw-mill of Christian Rice (McLellonsville, now Dallas village); thence south, 10 degrees west, 60 perches to a white oak at a school house (old log school house); thence south 6 degrees west, 30 perches; south 10 degrees west, 29 perches to house of Christian Rice; south 32 1/2 degrees west, through improvements of John Honeywell, 74 perches to corner; south 43 1/2 degrees west, past Peter Ryman's barn 40 perches to William Hunt's line; thence south, 40 degrees west, 40 perches through an improvement of William Hunt and 46 perches more to a white oak; south 64 perches to a pine; south, 14 degrees west, 17 perches to a corner; south, 20 degrees west, 40 perches through improvement of Fayette Allen to public road; same course, 34 perches to white oak sapling; south, 3 degrees west, across small run, 12 perches to a pine, south, 10 1/2 degrees west, 74 perches to a road running from Fuller's mill (Huntsville) to Phillip Shaver's mill (or Toby's Creek just below Dallas borough line); thence along said road south, 19 degrees west, 72 perches to the corner at McLoskey's store, near Fuller's mill (Huntsville). This is the present main road between Huntsville and Dallas.

August 6th, 1823. Road opened from main road between Dallas and Trucks-ville, via old log school house in Dallas, west, via Henry King's (now Robert Norton), Alexander Ferguson's (now John Ferguson), and A. Wheeler's improvements, to road leading from Burr Baldwin's (Stroud's) house to Harvey's Lake.

November 3rd, 1823. Road laid out from near house of Peter B. Roushey (corner of Goss school house); thence on center line of Bedford township south, 44 1/2 degrees west, 102 perches to road leading from Kingston to Harvey's Lake, near house of Nathaniel Worden (M. E. Church).

August sessions, 1823. Road laid out from Stephen Brace's (Brace Hill) south 50 degrees east, through swamp, etc., to road leading from Kingston to Bowman's Creek. (This road reviewed 1837).

1823--1824. Road laid out from north side of Stephen Ide's cider mill (near Ide burying ground and Presbyterian Church in Lehman township), on road leading from Huntsville to Harvey's Lake, via Stephen Ide, Miner Fuller and Jonathan Husted improvements, to road leading from Ben Baldwin's (late Allen & Honeywell's) saw-mill to Amza B. Baldwin's; thence via old road, Joseph Meyer's and Simeon Spencer's, to Joseph Orr's improvement.

January sessions, 1834. Road laid out from house of Anthony Foss (near M. E. Church in Dallas borough), along center line of Bedford township, to "Baldwin's road" at or near house of Joseph Wright.

It is very probable that some of the foregoing roads were opened and actually used for some time before they were legally declared to be public roads by decree of court. While on the other hand, some of them were not actually opened for public use for a considerable period after they were ordered by the court. It may be stated also that some of the earlier roads were opened and accepted as public roads by common consent without any action of the court ever being taken.

Some Early Settlers in Present Village of Dallas

Christian Rice settled in Dallas about the time the new township was set off from Kingston and Plymouth. He bought part of lot number four certified Bedford, and built on it near the graveyard on road between Dallas and Huntsville. This farm is now (1886) owned by his son, Jacob Christian Rice and his son Jacob Rice have been closely identified with the growth and progress of Dallas. While the present village of Dallas was not honored with having built in it the first house that was erected in Dallas township, it became evident at a very early day that a village would be built there, largely due, perhaps, to the willingness of Jonah McLellan to sell lots of small size to anyone who wanted to buy and improve.

The Ephraim Moss house stood in the field, on a little knoll just over the spring run, about twenty or thirty rods northwest of the present public school house in Dallas borough. There are a few pear trees or apple trees yet standing (1886) near the spot. The ruins of the old chimney were still standing twenty or twenty-five years ago. Ephraim Moss was a shoemaker, I am told.

Jonah McLellan's house stood on the spot where rear end or kitchen part of Raub's hotel now stands and was probably the first house built in the present village of Dallas. McLellan bought this land, as before stated, in the year 113, and probably moved there and built soon after. He was an Irish Jerseyman. He came to Dallas from Knolton township, Warren county, N.

(Continued Next Week)

DAIRY FACTS

GENTLE BULL IS EVER DANGEROUS

Animals With Bad Reputations Closely Watched.

"All bulls must be regarded as dangerous," says H. A. Hopper of the New York State College of Agriculture. "It is the gentle bull, not the vicious one, that most certainly kills or maims his victim. Those with bad reputations are more closely watched."

Since improvement in dairy herds comes slowly, promising bulls should be kept in service long enough to determine the worth of their daughters. With proper care, bulls may give satisfactory service until fourteen or sixteen years old.

The chief reasons for frequent changes of bulls as indicated by owners, are: Sold for beef, changed to another breed, his calves were mostly bulls, his daughters lacked type and were poorly marked, sold for beef to avoid inbreeding, lacked arrangements for exercise and safety, he was often neglected, became useless as a breeder and was killed, he killed his keeper.

The first four reasons are, in part, valid; under certain circumstances they might justify the disposal of a bull, Professor Hopper says. The last four causes turn upon inadequate facilities for housing, for controlling, and for maintaining the health of the bull and a more serious cause.

Professor Hopper is the author of a bulletin just issued by the New York State College of Agriculture on "The Housing and Handling of Bulls," E 177. In it he says that bulls respond to care and training. The author describes the bull stall, the safety bull pen, handling the bull, trimming the feet, ringing, and dehorning. The publication will be sent free upon request made to the office of publication, Roberts Hall, Ithaca, N. Y.

Excellent Plan to Keep Calf Little Bit Hungry

A calf fed three times daily can assimilate more food than when it is fed after it has finished drinking its milk. Milk fed to young calves should be at about body temperature. Cool milk should be warmed to a temperature of 95 degrees Fahrenheit by setting the pail in a vessel of hot water before being fed. One cannot depend upon guesswork—be sure to use a thermometer! Cold milk will almost always cause digestive troubles, resulting in scours which tend to stop the calf's growth and hinder its getting a good start.

No one can accurately estimate with the eye the quantity of milk in a pail. Milk scales are very convenient for this purpose.

Clean feeding pails are absolutely essential to successful calf raising. They should be washed after each feeding as carefully as milk utensils and sterilized if possible. Dirty pails invariably cause digestive troubles. All mangers and feed boxes should be kept scrupulously clean. Plenty of bedding, straw, corn stover or shavings should be used, especially in the winter, to insure the calves always being on dry litter and not on the cold stall floor.

Contamination of Water Will Lead to Disorders

The water supply of dairy farms should be carefully examined and its purity established. The farmer owes this protection to his own family, to his business interests, and to those who use milk that comes from his dairy. Contamination of water may lead to typhoid fever. All water on the farm, even that to which only the cattle have access, should be above suspicion as to its purity. If cows wade in polluted water, disease bacteria may adhere to their bodies and later fall into the milk pails. Especial attention should be paid to the purity of the water in which milk pails and other utensils are washed.

Dairy Stable Equipment Makes Much Difference

The equipment of a dairy barn makes a great deal of difference in the labor of caring for the cows. Good concrete floors with gutters and drainage makes it possible to keep the cows clean and minimizes the labor of caring for the stable. Swinging stanchions which allow the cows considerable freedom have met with approval. When cows are confined by stanchions they require less space, less bedding and may be handled with less labor than by either leaving the cows loose or in box stalls. Dirt floors are not good in a dairy stable as they cannot be kept clean.

Cows for Cream

The number of cows that can profitably be kept for cream production on any farm is dependent upon the quantity of pasture, roughage and labor available. However, on most farms this number should range from five to ten head. The income from these cows will usually take care of the operating expense of the average farm and make it possible for the farmer to bank the returns from his cash crops rather than pay old debts with them.

Education

"The purpose of education is not to install knowledge, but to create attitudes. Its primary object should not be to obtain a fat pay envelope, but to open the mind to the composite wisdom and culture of the world."—Dean Nes.

World Listens to Critics

The opinion of the great body of the reading public is very materially influenced even by the unsupported assertion of those who assume to criticize.—Macaulay.

Pocket Perils

Men's pockets are happy hunting grounds for influenza and other germs, according to a doctor, who says the pockets should be turned inside out, brushed, and disinfected regularly.

Still Life in Canada

Ontario Paper—The colony land consists of 200 acres of pleasant grass and corpses.—Boston Transcript.

Pretty Cottons For SCHOOL FROCKS

School days are just around the corner . . . it is not too late to make the children's school frocks. Here are some of the new Fall fabrics which we feature for school wear.

FRENCH GINGHAM 49c YARD

Anderson's attractive gingham in checks or plaids for kiddies' bloomer frocks. 32 inches wide.

FIGURED PERCALE 25c YARD

New stripes or designs for boys' blouses or tiny tots' dresses. Guaranteed fast color.

ENGLISH PRINTS 29c YARD

English prints in new Fall pattern are reduced from 39c They are 32 inches wide.

EVERFAST SUITING 49c YARD

This 36-inch durable fabric comes in all plain shades for remperor school frocks.

Cottons, Street Floor, Rear

Fowler, Dick and Walker The Boston Store

DIRECT BUS SERVICE

Leaving Fort Durkee Hotel Daily

— TO —

New York 8 A. M.—12:30 P. M.—6 P. M.
Leaving New York 8 A. M.—1 P. M.—5 P. M.—1 A. M.
To Buffalo, Detroit, Chicago 8 A. M.—2:30 P. M.
Leaving Buffalo 8 A. M.—8:30 P. M.

With Direct Connections for All Points West Thru Coaches—No Changes

To Philadelphia and Atlantic City—8 A. M.—6 P. M.
Leaving Philadelphia 8 A. M.—5 P. M.

Make Reservations at Fort Durkee Hotel

Frank Martz Coach Co., Inc.



We Invite You

To Inspect Our New Factory-Priced Line of WEAR-U-WELL SHOES AND OXFORDS

For Work, Dress or Play—Comfort and Economy

MISSES' AND CHILDREN

\$1.25 TO \$2.50

MEN'S

\$1.98 TO \$5.00

WOMEN'S

\$1.98 TO \$4.00

Rubbers and Tennis

Best Quality

Priced Equally Low

ANNA DAVIS NOXEN, PA.

A question 365 days long!



World's Highest Quality at History's Lowest Prices. Unlimited Lifetime Guarantee

Pathfinder Treads

FULL BALLOONS
29x4.40 \$ 7.25
30x4.50 \$ 8.20
30x5.00 \$10.25
30x5.25 \$12.00

OVERSIZE CORDS
30x3 1/2 \$ 5.10
30x3 3/4 \$ 5.75
32x4 \$10.55
32x4 1/2 \$14.50

Proportionately low prices on Goodyear Tubes

Get our attractive prices on Goodyear All-Weathers and Double Eagles

EVERY day, for twenty-four hours, Goodyear's tire-testing cars race along the roadways of America.

Overloaded, steaming, crowding the speedometer from dawn to dusk, they cover concrete and gravel, hill and dale. Each car often piles up as much as 800 miles a day.

Some of them are big cars, some small; some cruise in Ohio, some in Florida, some in Arizona and New Mexico, some on the Pacific Coast.

Altogether they comprise the largest tire-testing fleet in the world, and they're kept on the run in sunshine and storm the whole year through.

THIS ceaseless and unmerciful testing, this question 365 days long, is the kind of scrutiny Goodyear Tires must survive before they are offered to the public.

Every improvement in compound, every advance in construction, must run this gauntlet successfully before it is incorporated in production.

Inspection to insure uniformity of quality in itself is not enough; even this inspection is subject to check in the harsh laboratory of the road.

As a consequence Goodyear quality is a definite and dependable thing — so outstanding as to support the largest tire business in the world.

WHEN you buy a tire, ask yourself if it has this background — this insurance of brilliant and economical performance that is a part of every Goodyear Tire.

We will demonstrate to you the superior traction of Goodyear Treads and the greater vitality in Supertwist Cord

James F. Besecker Co.

Lake Street

Monk Hardware

Shavertown, Pa.