



The Arrival of the L & T Railroad Stations and Flag Stops Along the Way Part I

During the late 1700's, when farmers in the Penns Valley area of Centre County wanted to transport surplus goods to distant markets, one means of transportation was to utilize arks on Penn's Creek. This method was weather dependent since it was only possible to send goods downstream during periods of adequate flow, often during the springtime. Ark transportation was hazardous not only for the drivers but also for their cargo. Although the Pennsylvania Legislature declared Penns Creek a public highway from the mouth of the stream to Spring Mills in 1792, the waterway offered one-way traffic.

The Bellefonte, Aaronsburg, Youngmanstown Turnpike Company was chartered in 1825. Once improvements were made, this road became a less hazardous avenue for transporting goods to and from Penns Valley and Buffalo Valley. However, the dirt road became a muddy thoroughfare when it rained or during the spring thaw. Wagons and stagecoaches used this highway to transport people, mail, and goods between the two counties.

Talk of a railroad linking Union and Centre Counties began in the mid 1850's. Those rumors began taking shape following the incorporation of the Lewisburg, Centre & Spruce Creek Rail Road (LC&SCR) on August 5, 1856. However, funding problems allowed for little activity on the rail line for more than a decade, and the railroad existed mostly on paper. In 1868 signs of life began to take place as construction of the LC&SCR rail line got underway between Montandon and Lewisburg.

Exhilaration filled the air as the first passenger train bellowed into Lewisburg on July 23, 1869, nearly thirteen years after the railroad was incorporated. Locomotive No. 1008 crossed the Susquehanna River from Montandon pulling passenger car No. 1047. Inside that car was George F. Miller, president of the LC&SCR along with numerous railroad officials and other dignitaries.

The Lewisburg Chronicle reported 8,292 passengers had used the rail service from July 23 through November 30, 1869. Once opened to passenger traffic the fare between Lewisburg and Montandon was 25 cents (each way).

While the arrival of the iron horse was an exciting event for the folks living in Lewisburg, those eagerly awaiting the train's arrival in the western sections of Union County, and those living in the Penns Valley region of Centre County had a long wait in store.

Stock in the company was offered to the public in order to raise capital. Railroad officials engaged the services of a number of influential West End residents to canvass their neighborhoods in an effort to sell their stock. Appointed to the fundraising committee were men such

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The Millmont Times

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Hartleton Mailbox by Postmaster Gail Hanselman

Wondering if February and March are going to be as mild as January has been? I sure hope so...milder temps are much easier on my bones. Just in case we do get some snow, remember to clear it away from your mailbox so your mailman can get in and out safely.

It's tax season again. Remember to use certified mail with return receipt. When the green card (Return Receipt) comes back to you in the mail you will have peace of mind that your taxes arrived at their destination.

It is also the month of Love...Valentine's Day - February 14th, a time to show a little extra love to those special to you. So, go ahead and send some love to those near and dear to your heart, and remember those that are away at college, in the military, on mission trips or living in another state or country. It will mean the world to them.

If you live in a small town and previously got your mail at the local post office but are now on a rural route, your old address forwards are long expired. Please check and make sure that you have changed your address with everyone you get mail from, verifying your street number and town.

New stamps comingThe Love Ribbons - available February 14 on a pane of 20; Arizona Statehood - available February 14 on a pane of 20; Danny Thomas - available February 16 on a pane of 20.

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as Richard V.B. Lincoln of Hartley Township, William E. Smith of Lewis Township, Robert V. Glover of Hartleton, S. S. Barber of Limestone Township, and William Ruhle of West Buffalo Township. Lincoln and Smith both stood to benefit from the expansion as the railroad right-of-way was projected to dissect property they owned.

Glover of Hartleton had the hardest job of marketing railroad stock in his community. Residents of that borough were disheartened when they learned that the railroad was not going to be coming anywhere near their community. Instead, the right-of-way was obtained one mile to the south of the borough.

Railroad promoters, both in Union and Centre Counties, had an impossible task of raising more than two million dollars locally in order to continue the railroad project into Centre County. The cost of the project was so enormous that during the early stages there was discussion about laying a narrow gauge rail line beyond Lewisburg in order to reduce expenditures. The prospect of laying narrow gauge instead of standard gauges stirred controversy and bitterness among promoters of the railroad. Many investors were convinced that standard gauge rail was the only way to proceed, and in due course they won the argument.

Once the Pennsylvania Railroad Company (PRR) invested money into the LC&SCRR progress on the westward expansion showed renewed signs of life. Since no heavy grading was necessary between Lewisburg and Mifflinburg, progress moved quickly. By 1871 rails

were in place as far west as Mifflinburg, and work was also being completed on other sections of the line. Promoters of the LC&SCRR were no doubt encouraged by the report for the year ending December 31, 1872, which indicated the number of passengers utilizing their services between Mifflinburg and the junction with the PRR at Montandon totaled 29,729.

According to the annual stockholders report published July 3, 1873, the section of rail line between Mifflinburg and Laurelton, a distance of nine miles, was graded and ready for ballast, ties, and rails. As work on each section was completed the line was leased to the PRR. Work was also progressing on the section from Laurelton to Coburn, where some of the most formidable obstacles in the path of the rail line had to be overcome.

Rather than running the rail line around two mountains that stood in their path, the project engineer chose another option – boring holes through them. This was a difficult undertaking since both tunnels were located in remote areas. An April 1874 stockholder's report indicated that the 260 foot long Beaver Dam, or Coburn, Tunnel in Penn Township, Centre County was within 40 feet of being completed. That same report indicated that the Paddy Mountain Tunnel, located along the boundary of Haines Township in Centre County and Armagh Township in Mifflin County, had little more than the approach work completed.



Above is the L & T Railroad freight and passenger station located on the southwest corner of North Second and St. John Streets in Lewisburg. This station was razed in 1963.

Below is a view of the Vicksburg Railroad Station. Photographer Stephen B. Horton captured this view as a steam engine was leaving the station

Photographs courtesy of the Union County Historical Society.



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BIRD TALK

by Jim McCormick

It was very cold and windy that morning, the second day of the New Year; the sky was overcast and it was grey, grey, grey. The chances of getting any good photographs were almost zero. I reached the edge of town and looked across Wilson's field. Normally the field would be covered with a coat of snow at this time of the year, but this year we had had only one snow and that was way back at the end of October. The field was all brown now, the grasses in their winter hibernation. I noticed the spiked tops of some teasel along the barbed wire fence, resembling sentinels protecting the field. The cattails that had once been the home of an army of spiders with their intricate webs were now nearly 'headless' (or is it tail-less?). I approached the bridge on Penns Creek cautiously, as I always do. I have

sometimes seen a Great Blue Heron just below the bridge where it has spent the night in the backwater. I rarely, however, see it before it sees me; the Heron is ever-vigilant! Other waterfowl sometimes use this spot as well, Mallards and Common Mergansers. I walked upstream along Canada Drive and noticed a small nest in a shrub on the side of the road. What caught my eye was the color blue. At first I thought it probably was an old abandoned Robin's nest, but it was too small for that. The blue object was a piece of fabric or plastic that some industrious little bird had incorporated into its nest. Was she just adding a little 'splash' of color to her nest? When everything was in full growth, the little nest would have been well hidden by the leaves. Nearby, I noticed some movement in the branches overhanging Penns Creek; it was a pair of Eastern Bluebirds. They were only about twenty feet away and quite low; normally, they would have been much higher in the tree. It was so windy that day they were staying close to the ground. They would fly down to the water's edge, then immediately fly back to their perch on the lichen covered limb. You can see this activity of Bluebirds almost anywhere, diving down to the ground and returning to their perches, diving down to the ground and returning to their perches. This went on for some time and I was curious as to why they didn't just fly away the way they usually would have. Then one of them flew even closer to where I was standing, into a shrub filled with red berries. I think they might have been Spicebush berries. The Bluebird was now only about ten feet away from me. These berries had been there since last September; why were they so attracted to them now? I have never figured out how birds know when the fruit is just right or if they just didn't have anything else to eat that day. It was somewhat of a struggle for them to eat the fruit; they couldn't just land on the branch and eat them. They had to balance and flap their wings. Bluebirds are not like a Hummingbird that can hover. They had to work hard for their breakfast! I watched this activity for some time, but started getting a chill on that windy day, so I decided to move on. What is so incredible is that although the light was so very grey that day, the brilliant colors of those Bluebirds were still there. It was almost as if they were luminescent! It was such a wonder on that grey, grey day!



Photograph of Eastern Bluebird courtesy of Jim McCormick.



Field Notes, by WCO Dirk Remensnyder

My deputies and I set up a robo-deer operation in an area known for road hunting. The first vehicle that drove by and saw the deer shot it taking out the control box with the shot. Luckily my one deputy is an electrician and his son is a taxidermist. They had the deer fixed and back in action in two days.

During an investigation of an illegal trash dumping DWCO Cooper was able to locate the individual that dumped the trash and also found that he had shot a doe during the antlered only deer season.

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The contractor (David Williams) responsible for the Paddy Mountain project was insisting that the railroad company provide a stronger force of men and a larger expenditure of money so he could complete his task. The railroad balked at Williams' demands and he was replaced. Bridgens, Noyes & Co. of Lock Haven was assigned to the tunnel project. As they made their way through the mountain finding solid rock became an issue. In the end the tunnel was reduced from 320 feet to 250 feet by extending both approaches.

By April 30, 1874 the railroad was open as far west as Laurelton Station (Laurel Park) and trains were running on this section on a regular basis, and a telegraph line was in place. With completion to Laurel Park there were now 20 miles of railway operational from Montandon, and considerable grading work had been accomplished westward to the Beaver Dam Tunnel.

As the railroad progressed westward, a spirited rivalry developed between landholders in Swengel and Jacob E. Royer one mile to the west. Both parties wanted the railroad depot to be built at their respective sites, and each tried their best to persuade officials to choose their property. Royer's offer to provide the LC&SCRR with nearly four acres of land for \$1.00 was unmatched by the landholder in Swengel.

Like his counterpart in Swengel, Royer was mindful of the advantages of having the depot located on his property. By August of 1874 he had enlisted the services of surveyor's William Snyder and Calvin Hayes to draft a blueprint of the depot land, and numerous streets and lots surrounding it. Royer apparently had the interests of adjoining landowners in mind as some of the lots on his map of Millmont were laid out on property that he did not own.

By March 1, 1875 a freight station, siding, and a telegraph office were established at Millmont, and Horace B. Cawley was the first agent assigned there. The station was a brick structure, and was often considered one of the most beautiful along the rail line, especially after the station and rail line were surrounded by well manicured flower beds.

The June 25, 1875 LC&SCRR stockholders report stated: "*Since the last annual meeting, owing to the prevailing financial embarrassment throughout the country, little progress was made towards the completion of your road.*"

An October 1875 railroad timetable indicated that rail service was available as far west as Laurelton (Laurel Park). Scheduled stops on the rail line included Montandon, Lewisburg, Mifflinburg, Millmont, and Laurelton. Within seven months several additional stops were added, including Fairground, Biehl (perhaps Lochiel), and Vicksburg. As of April 1876, the railroad between Laurel Park and Coburn was still a work in progress. While the Beaver Dam Tunnel was nearly opened work on the tunnel at Paddy Mountain was ongoing.

Enthusiasm filled the air on May 26, 1876, when officials from the Pennsylvania Rail Road in Philadelphia arrived in Lewisburg for a first hand tour of the LC&SCRR project. The June 2, 1876 edition of the Union County Journal provided details of the tour undertaken by PRR President Thomas A. Scott, Vice President George B. Roberts, along with several directors of the company. Also on the tour was president of the LC&SCRR, George Miller, Eli Sliffer, a director of the company, and chief engineer George W. Leuffer.

After a quick sightseeing tour of Lewisburg the men boarded a train for a ride on the completed section of the railroad, ending at Laurelton Station. At Laurelton the group boarded carriages and rode the graded roadbed to the Paddy Mountain Tunnel. Since the tunnel was still under construction the men scaled Paddy Mountain in order to get to the west side of the tunnel where James P. Coburn and Robert Duncan, both directors of the LC&SCRR, were awaiting their arrival. Once again the men boarded carriages so they could continue their journey westward over the graded roadbed.

Their carriages were able to pass through the completed 260 foot long Beaver Dam Tunnel as they continued on their way to Coburn, Spring Mills, Centre Hall, Lemont, and Bellefonte, where they arrived late in the evening. At Bellefonte a special train was awaiting their arrival for the return trip to Philadelphia. It was hoped that following the tour by PRR officials renewed enthusiasm would be directed toward the completion of the railroad project. Work did progress, and nearly one year later the iron rails were in place as far west as Spring Mills.

The grand opening of the LC&SCRR from Lewisburg to Spring Mills took place on July 4, 1877. A newspaper advertise-

The newspaper clipping below is from the November 13, 1884 edition of the Lewisburg Chronicle:

A Pleasant Excursion

A party of students from the university at Lewisburg, led by Prof. G. G. Groff, last week paid a visit to the limestone cavern in Centre County, near Spring Mills. Taking the morning train at Lewisburg, Spring Mills was reached just before noon. From this place, the party walked to the cave, distance 4 miles. The cavern is situated in heavy blue limestone, at the lower part of Penns Valley. The cave is about 1,000 feet in length, and in some places, is possibly 50 feet in height. The lime formations, stalactites and stalagmites, are of great beauty, and everything seen in large caverns is seen here, only on a smaller scale. A large stream flows through the cave, the headwaters of Penn's Creek, which is of sufficient volume on emerging to turn a saw mill. The whole length of the cave is traversed in a boat, the vertical walls of the cave coming directly into the water. 2400 people visited the cave during the past summer. It is well worthy a visit from all lovers of nature's works. There is abundant evidence that the cavern was formerly of much greater extent, probably over a mile in length.

The party returned to Spring Mills, and there spent the night, returning the next morning, reaching home about 9 A.M.

The ride over the R. R. through the upper part of the county of Union is well worth the cost of the excursion. The whole party seemed pleased with the trip. .A.

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Photograph of the Millmont Station circa 1890. Oscar Bowersox is on the far left. Sixth from the left is Charles H. Orwig, and eighth from the left is the station agent, Abraham E. Grove. Photograph Courtesy of Shirley Boyer of Mifflinburg, granddaughter of Abraham E. Grove.

ment stated that tickets for the excursion were available from C. G. Davis at the Lewisburg Depot, S. W. Johnson at the Mifflinburg Depot, Horace B. Cawley at the Millmont Depot, and H. D. Albright at Laurelton Station. The cost of a round trip ticket for individuals 12 years of age and older was \$1.00. Tickets for children between 5 and 12 years of age was 50 cents.

The train, with 10 coaches attached, pulled out of the Lewisburg Depot at 7:30 a.m. The coaches were filled with excited excursionists, and the Lewisburg Brass Band. At Mifflinburg three additional coaches were coupled to the train. Among this group was the Freeburg Band from Snyder County. Additional passengers boarded the train at Swengel, Millmont, and Laurelton. It was estimated that 1,200 passengers were aboard by the time engineer Josiah Ray brought the steam engine to a standstill just east of Spring Mills, two hours after departing Lewisburg.

Several thousand Centre County residents, along with the Centre Hall, Farmer's Mills, and Millheim Bands welcomed the arrival of the trainload of Union County residents. The nearby shaded grove provided an ideal setting for people to spread their sheets upon the ground and partake of their picnic basket lunches.

The grand opening was deemed a success, as a string of iron rails united folks from Union and Centre Counties in a way that some never dreamed possible. At 4:30 p.m. the whistle blew and the train was preparing to head east for the return trip to Union County, arriving in Lewisburg at 6:30 p.m.

The hospitality shown to the people of Union County by the residents in neighboring Centre County was reciprocated just over one month later. On Wednesday August 15, 1877 a Harvest Home Festival was held at Derr's Woods, one half mile west of Lewisburg. LC&SCRR director James P. Coburn chartered 44 coaches, in four sections, bringing 3,340 of his neighbors from Centre County to Lewisburg for the event. The excursion arrived at the grounds (near Fairground Road) west of Lewisburg at 11:00 a.m. Once again the mood was festive as people from the adjoining counties mingled, while six bands provided musical entertainment throughout the daylong event.

An interesting article, published in the November 8, 1877 edition of one of the local newspapers, offered insight about the railroad now that trains were making regular trips to and from Centre County. It is clear that the writer, known only by his initials ONW, had experienced train rides in other parts of the country. However, on this occasion he was offering his perspective of riding the rails of the LC&SCRR from Lewisburg to Spring Mills:

You know the route, commencing on the first street above the Lewisburg Market Street bridge, we plunge among the rich farms south of Buffalo Crossroads, pass north of the center of Youngmanstown (Mifflinburg) – leave your former home at White Springs on the left (south), find a new town, Swengel, in Lewis Township, regret that the inexorable law of grade leaves Hartleton and Laurelton, out in the cold, on the north, or right, and near Penns Creek at the royal farms of Lincoln.

Thus far the route is easy, but the remainder has some steeper grades. There are some long straight lines.

The valley narrows as we go up. At Cherry Run, Col. Moore, the chief contractor, leaves his temporary home, and with McCurdy and Hartman's passed we leave Hartley and enter Armagh, Mifflin County.

This is a wild region where nature is steadily intruded upon. Nestled each side of this point where three counties are neighbors, are snug homes, where some visitors escape the heat of summer, and rest and recruit a little expense or trouble. In winter, it may not be so attractive, yet thousands of hardy, worthy families are reared in more wild, inaccessible regions than this.

That part of Mifflin County seemed most quiet and unbroken of all. One cannot ride too slow in such places (unless he is in

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The Pike School

By Dahle D. Bingaman

In the January issue of The Millmont Times I referred to a collection of Hartley Township school records, which have come into possession of the West End Library. One item is a ledger containing the attendance reports of the Pike School (Hartley Township) from 1901 to 1909. The Pike School is believed to have been located along Route 45, approximately three quarters of a mile east of the Laurelton State Village. A deed search conducted by Tony Shively revealed that the property on which the former Smith restaurant and gas station was located was once owned by the Hartley Township School Board; the building appears to have been built in the design of the one room schools with a second floor added later. This suggests that the Pike School was once housed in that building. The following information was acquired from the ledger.

The first month recorded is February of the 1901-1902 school term. The teacher, Mary E. Ely, was responsible for the education of 38 students consisting of 17 males and 21 females. Grade levels and ages were not listed. This suggests a very difficult task especially in view of the fact that one room schools offered education for eight grades. However, one bit of data recorded may have offered advantages and disadvantages. An advantage may have been irregular attendance, often reducing the number of students to be served. On the other hand, full attendance increased the number of students to be served and presented the difficulty of trying to help students who had been absent to catch up.

For the month of February 1902, Miss Ely recorded average attendance of 12 males and 13 females. The total average of students for the month was 25. This represents a 66% attendance for the month. In those days there was no transportation provided and, this being mid-winter, it is likely that the weather affected the attendance. The average attendance for the term up to the date of this report was 14 males and 13 females for a total average of 30 students attending school. It is interesting that Miss Ely's figures show that there were more females enrolled than males but the male's percentage of attendance exceeded that for the females. My wife, Shirley, mentioned that her father, Frank Anderson, once attended the Pike School and, sure enough, he and his sister Effie were listed among those who attended.

A review of the subjects taught reveal the expected reading, writing, and arithmetic to be included in the courses of study. Neither I nor my retired educator wife could immediately say what *orthography* would be; a quick trip to the dictionary revealed that it may have had something to do with writing and spelling. Interesting to note, arithmetic was divided into written and mental arithmetic. Language skills were prominent but were accompanied by studies of history, geography, and health. None of us would be likely to recognize any of the textbooks reported as being used except for the tried and true Webster's Dictionary.

Having had a brief career of 2 ½ years in teaching, I am impressed with the tremendous challenges which Miss Ely confronted in this one room assignment. Not the least of the challenges is that teachers in these settings had only a high school education, and often they were teaching immediately after their own graduation. As a result, imitation of the teaching they had observed was all they knew. It was common practice to use older, more advanced students to assist the younger students.

It appears that a teacher's pay was tied to the completion of the attendance report; the report reveals that Miss Ely was paid the amount of \$27.50 for the month of February 1902. Miss Ely's report for February was completed on March 24, 1902; it was reviewed by the Board Secretary, R. J. Bingaman, April 10, 1902. Miss Ely's last report was filed on April 4, which was the end of the school year.

One might speculate why Miss Ely did not return as a teacher the next school year; apparently she was not totally upset by her experience as she came back as a visitor in September 1902 and again in February 1903. The teacher the next year was Mayme Lahr who, like Miss Ely, taught there for that term only. In addition to Mary Ely two other Ely ladies visited in February and, one, Marjorie Ely, came to the Pike School as the 1903-1904 teacher and returned for the 1904-1905 term.

In September 1905, Miss Mary Ely returned to the Pike School and continued to serve into the term beginning in September of 1909; unfortunately, the ledger is damaged and the pages following September 1909 are missing. The last report we have from Miss Ely was submitted in October 1909. This report shows 11 males and 7 females ranging in age from 7 to 11 years. Her income for the month had improved to \$50.00.

It should be noted that in these years the school term ended around the first week of April. This is likely due to

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more haste than I was). There is a network of mountains, the sides of some are covered with stones, some with trees. Two sharp hills are tunneled, saving several miles by through cuts so short that the light is not lost. Higher and higher we go. I thought it like the trip to California – only six days shorter, and the mountains not so high nor so cold.

Soon we reached the lower end of Penns' Valley, in Centre County, where broad farms again spread out, and there is every sign of wealth and progress – and so (again I thought) here is coming down from the Sierra Nevadas into the valley where is Sacramento on the Pacific slope.

While the train had at last made its way into Centre County, progress on the rail line west of Spring Mills came almost to a standstill.

In a continuation of this article we will learn when the LC&SCRR became the Lewisburg and Tyrone or L & T Railroad; the names of some of the other villages and flag stops that sprang up along the railroad; fire destroys a depot along the L & T line; how the railroad helped to attract large-scale lumbering operations in Union, Centre, and Mifflin Counties; stories of jubilation and tragedy that occurred on the rail line; the names of some men who were so captivated by the railroad that they chose to work in that profession; who the two Lewisburg Penitentiary escapees caught in Glen Iron as they made their way along the railroad tracks were; and the sad ending of a once proud railroad line.

TLS

Editor's Note: My thanks to Bill Mattern of Mifflinburg who initiated this article by providing me with a copy of Kenneth Erdley's poem entitled "The Buffalo Valley Flyer" (to be published later); Mike Bezilla of Lemont (recognized as the L & T historian) for information he provided for use in this article; and L & T enthusiast Eugene Hoffman of Mifflinburg.

Sources: The PRR's Lewisburg & Tyrone Railroad: When Two Halves Didn't Make a Whole, by Michael Bezilla; Early Railroads of Union Co., PA by Dr. Mary Belle Lontz; Union County Sesquicentennial – The Story of a County 1813-1963; Union County, a Bicentennial History by Charles M. Snyder; The Mifflinburg Telegraph; the Lewisburg Journal, and the Lewisburg Chronicle.

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the role of farming in family life at the time and the need for youngsters to be assisting in the planting and cultivating.

Also included in the monthly reports is a tabulation of visitors to the school. It was not uncommon to see multiple visitors in a given month with only a few months showing no visitors. Three visitors who themselves achieved some prominence in West End history were Daniel P. Stapelton, School Superintendent, Dr. O. W. H. Glover, long time physician in the Laurelton area and, at that time, School Board Secretary, and Frank Boyer, who later served for a long time as County Superintendent of Schools.

From the diary of the late Elder Greene Shively, born in White Springs in 1870 and a resident of Millmont from 1918 until his death in 1954:

Thursday February 8, 1934. Read 1 Peter Chapter 2. Worked in the garage.

Mr. William Barnett was buried. He was married to Lillie Jordan, daughter of Richard Jordan, a neighbor when I lived in White Springs and an old time friend of my father. I was at his home when he died and prepared William for burial, shaved him and preached his funeral sermon. We used to have meetings at the Hironimus Church every four weeks just a short distance from the Barnett home when William's father and mother still lived. I remember being there over night with Uncle John Beaver.

Friday February 9, 1934. 8 below zero. At Shirk's Store it was said that it was 18 degrees. The difference no doubt was caused by the location of the thermometer. Worked in the garage. Folks are having lots of trouble with their cars.

Saturday February 10, 1934. 1 below to 24 degrees above. Mother conducted morning devotion yesterday reading 1 Peter chapter 3 and I read chapter 4 this morning. We have been alternating and will continue reading chapters in turn.

It has been reported that during the present cold temperatures in the vicinity of Glen Iron it was 30 below. Papers state that lakes Ontario and Erie are frozen over and that it has been 60 years since lake Ontario was covered with ice, and 30 years since Erie was closed due to ice.

Recipe of the Month
by Janice (Dorman) Shively
Soft Pretzels

1 ½ C. lukewarm water (110° - 115°)
1 packet yeast
2 ½ C. occident flour
2 ½ C. whole-wheat flour
½ C. brown sugar

Add yeast to warm water and let sit for 5 minutes. Combine flours and brown sugar in mixing bowl. Add water with yeast to the dry ingredients. Mix well until combined. Knead for about 4 minutes. Place dough in a bowl coated with vegetable oil. Cover and let rise in a warm place for 45 minutes - 1 hour, or until nearly doubled in size.

Line a 10" x 15" sheet pan with parchment paper, coat with cooking spray. Pull off a palm full of dough and make into a rope about 18 - 20 inches long. Shape into a pretzel and place on prepared baking sheet. Continue until all dough is used. You should get about 9-12 full size pretzels. Cover with a towel and let rest for 20 minutes.

While the pretzels are resting, put about 2 inches of water into a kettle and bring to a boil. Add 2 T. baking soda and return to boil.

Place pretzels, top side down, into the boiling water for about 30 seconds. Remove with a slotted spoon and place back onto baking sheet, top side up, and sprinkle with coarse salt. Bake at 450° for 10 - 12 minutes.

Remove from the baking sheet and place on a cooling rack. If you desire, you may dip the pretzels into melted butter after they come out of the oven.

The basis for this recipe came from a Hartleton friend and former co-worker of mine, Annie (Oberholtzer) Nolt, currently of rural Mifflinburg. Annie's recipe was for a white flour soft pretzel. I've worked with the recipe and come up with this whole-wheat soft pretzel. The pretzels are delicious right from the oven dipped in mustard, honey mustard or a cheese sauce! Or you can re-heat the pretzels for 10 - 15 seconds in the microwave.

ENJOY!



Thank You!

I would like to thank the following people for making monetary donations toward the publication of this newsletter: Gordon and Polly Libby, Beverly Catherman, Phares and Ada Zimmerman, William and Ann Little, and Russell and Jane Zimmerman all of Millmont; Lucille Wagner, Diane Hackenburg, and Roger and Marjorie Dunkle all of Mifflinburg; Glen and Norma Catherman of Old Bridge, New Jersey; and Kenneth Pick of Shillington.

I would like to welcome the following new subscribers: Dean and Jean Rishel of Spring Mills and Ray and Florence Hassinger of Mifflinburg.

Thanks also to everyone who renewed their subscriptions for an additional year. Your support is what helps to make this newsletter possible, and is greatly appreciated!!

I would also like to thank the anonymous person who donated back issues of the Union County Sportsmen's Club newsletter; and Paul and Jane Foster of Camp Hill for donating some old newspaper clippings.

**Pearl Kaler's Genealogy Books on the
Kaler, Blyler, and Rearick Families**

Copies of the following genealogy books, compiled by Pearl Kaler are now available: Genealogy of the Kaler Family 1825 - 1985 (6 copies); Genealogy of the Rearick Family 1811 - 1992 (4 copies); and Genealogy of the Blyler Family 1803 - 1987 (5 copies).

Anyone wishing to have any of these books can call Jane Foster at 717-763-1712; send an e-mail to pcfoster@verizon.net; or write to Jane Foster, 847 Mandy Lane, Camp Hill, PA 17011. There is no charge for the books, but please send \$5.00 for each book to cover the cost of shipping.

Books are available on a first come, first served basis.

The small photograph in the upper left hand corner of page one shows a small portion of the landscaping on the property that was given to the railroad by Jacob and Elizabeth Royer. The circa 1908 photograph shows numerous flowerbeds that were planted and maintained by Abe Grove and others. This particular view shows the area between the railroad tracks and Maple Street in Millmont.

Penlines From my Kitchen to Yours

by Lucy Hoover

December 16, 2011

Ammon Martin of Mifflinburg was well enough to come home from the hospital tonight.

December 23

There are many school Christmas programs this week. We went to the rehearsal at Green Grove School yesterday, and today we had a program and hot lunch at our children's school.

December 24

Allen Hostetler (53) of TN passed away. He had been ill for quite a while. Allen used to live in this house, just before we moved in.

December 25

Christmas Day! Early this morning Curvin's uncle, Weaver Martin (78) passed away.

December 27

Marvin and RoseAnn Hoover of Mifflinburg moved into their new house along Brethren Church Road.

December 28

Eugene and Bethany Zimmerman have a daughter named Mary Kate. She has one brother. Grandparents are Amos and Susie Zimmerman and Earl and Mary Martin.

December 29

Paul and Grace Weaver have their second son named Adin. Grandparents are Paul and Lucy Weaver and Orvie and Marie Zimmerman.

January 2, 2012

Leonard and Marilyn Zimmerman have a daughter named Jenna Faith. She has two brothers. Grandparents are John and Esther Zimmerman and Eli and Kathleen Reiff.

January 5

Mary Brubacker (17) of Middleburg had one day surgery.

January 7

Clayton and Lucinda Zimmerman of Mifflinburg moved into the home they bought along Church Road.

January 9

Samuel and Dorothy Hoover have their second son. His name is Mervin. Grandparents are Harvey and Martha Hoover of KY, and Lester and Martha Nolt.

January 15

Mrs. Henry Oberholtzer (Martha) was able to attend church for the first time since her injury.

Memories Locked Away The quest for information continues on the Pardee Lumber Company

Some of you may remember my early years in West-End history when I began the quest to create a complete history of the 'Pardee Lumber Company' and the village of Pardee or formally Cohn. When I looked back through the hundreds of hours of work, I realized that I never fulfilled my goal of creating the complete history. Furthermore, it is quite evident which areas require additional research and time. Now that I am a Junior at Lycoming College, I have recommitted myself to this project with the intent of creating the final document by the end of this school year as a Lycoming College Scholars Research Portfolio.

As I continue to uncover the hidden history of a thriving company and village, which altered the State forests of Union, Snyder and Mifflin Counties forever, I am reminded that the memories of people from the West End of Union County hold some of the most valuable treasures pertaining to local history. I am once again requesting any information on the Pardee Lumber Company, the Village of Pardee, or any of the following individuals who may have worked for the Lumber Company at some point.

Burt Adams, Calvin Ailey, Isaac Bell, Jerry Bickle, Adam Blazer, Philip Blazer, Francis Blee, Wesley Boop, Charles Chamberlin, Benjamin Cohn, John Dauberman, Henry Dorman, Lewis Dorman, Charles Dormer, Henry Eisener, Charles Erb, Forry I. Fetterolf, John A. Fetterolf, Horace Freed, John Goodlander, Oscar Goodlander, Otto Gordell, Charles Goss, Frank Goss, Benjamin Griffey, Howard Harter, Charles Heimbach, Sam Henry, Charles Hoff, William Johnson, Alvin Jolly, William Jordan, Henry Keister, Jonas Keister, Monroe Knepper, Penrose Knepper, Ammon Kuhns, Vergie Kuhns, John Kuhns, David Libby, James Libby, William Libby, Albert Lichtenwalter, Ammon Long, Mrs. Frank Maze, William McColm, S. B. Morgan, Charles Ocker, Michael O'Hara, William Oakes, Charles Paul, Joseph Pursley, William Pursley, John B. Quigley, William Rhamstine, John Rheppart, Andy Rhodes, Will Rowe, Sally Schreiner, Albert Seiler, Wesley S. Shamory, Henry Sholter, John Sholter, John D. Sipe, Ambrose Snook, Mary Ellen Snook, Jacob Spacht, Oliver Spacht, Christ Springer, Charles Stitzer, Bill Treaster, Harry Walls, Michael Wenrich, Anna Yarger, Joseph Young, Philip Young, and Mary Zimmerman

I would like to thank you in advance for any information that anyone may be able to provide concerning this topic. Feel free to contact me with information or questions.

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Blessings from the Bible

By Brenda Weaver

"...for ye yourselves are taught of God to love one another."

1 Thessalonians 4:9b

I never cared for them. He did. I thought they were pretty sitting on top of a sundae; he thought they tasted good. For twenty nine years I gave him mine every time I had a chance to.

The other day it hit me. I reached into the refrigerator and there they were. I felt a stab of pain. One jar of big, beautiful maraschino cherries. Why had I not blessed him with them before he died? Now, from their seclusion in the back of the top shelf, they caused me to grieve each time I saw them. After all those years of sharing my cherries with him, I will never be able to pick one from the top of my dessert and, with a smile, plop it onto his. That is how maraschino cherries can make me cry.

Grief is so unpredictable! One can be going about her day with cheerful resoluteness only to dissolve in tears when she opens the refrigerator or spies his favorite food in the grocery store. When you grieve the loss of someone you loved dearly you realize how many thousands of little strings tied your hearts together. What you don't know is which string will be plucked at what time to make you vibrate with emotion.

Quite suddenly grief you've kept carefully under control can grow from a smoldering ember into a roaring fire, burning deep, deep into the heart.

"My heart panteth, my strength faileth me: as for the light of mine eyes, it also is gone from me." Psalm 38:10

"Forsake me not, O Lord: O my God be not far from me. Make haste to help me, O Lord my salvation." Psalm 38:21-22

* * * * *

"A friend loveth at all times, and a brother is born for adversity."

Psalm 17:17

She was born on Christmas Day fifty years ago. She has been a special gift to me over and over and over again.

We first met in nurses' training over thirty years ago. Our friendship grew quickly and matured through the years. We married our husbands and mothered our children. We weathered some of the same storms. We experienced some of the same heartaches. Yet we always found reason to laugh whenever we got together.

Her name is Connie and she became a constant in my life. Not since the days we shared a room in the nurses' dorm did we live close together, yet we remained close in heart. And we put effort into spending time together when we could. As is true of long time friends we "picked up where we left off" in conversation and closeness.

Connie grieved when she lost first one - and then two - close friends to death by brain tumors. Maybe that made our friendship even more precious. She frequently expressed her gratefulness for our lasting friendship. It certainly made her keenly aware of the needs of those who are grieving.

When my husband died Connie did a wonderful thing for me. She penciled me in on her calendar every Tuesday "for as long as you need me." Faithfully in the weeks since his death she has driven an hour each way to spend the day with me! She helped me organize what seemed like a mountain of paper work. She helped me with whatever project I chose for the day. She listened while I talked. Seeing my need of refreshment, she suggested I paint and brighten my kitchen, and she promised to help me do it.

A few Tuesdays we agreed to cancel our time together, but I still could look forward to the next week. On some Tuesdays I drove to her home, and I even had the opportunity to help her paint her kitchen, recently damaged by a major flood. Seeing her home in the midst of repair from 42 inches of floodwater made me realize what a sacrifice Connie's Tuesdays were for me! I was humbled. And deeply grateful. *"Greater love has no man than this, that he lay down his life for his friends."* John 15:13 NIV

I don't know how I will ever repay my dear friend for all her kind care for me during this difficult time. She would quickly say I don't need to, our friendship is enough.

One small thing I did was reach to the back of my refrigerator and give her a certain jar of big, beautiful maraschino cherries...and we were both sweetly blessed.

I'm very thankful the Lord planned a special gift of friendship for me one Christmas Day.

Prayer for today:

Lord, I want to thank You for being near me in my grief. Of all my many blessings, long lasting friendships are near the top of my list of gifts to be grateful for. Thank You for friends who love at all times, and especially for those who are "born for adversity."

Union County Historical Society Programs

Friday and Saturday, March 9 and 10 – from 9:00 a.m. until to 4:00 p.m. both days:

Maple Sugar, Scrapple and Sausage at the Dale/Engle/Walker House, Strawbridge Road, Lewisburg, PA. Joe Sharp will demonstrate the process of making maple syrup and maple sugar as he boils maple tree sap by the corncrib at the Dale/Engle/Walker House. Mr. Sharp will have tapped some trees near the house, and will discuss tapping and the sugaring down process on an ongoing basis both days.

This will be a good time to get your maple syrup for the season (*syrup will be available for sale*) and appreciate the work involved in making the tasty treat that real maple syrup provides.

New to the event in 2012, Eli Reiff and family will demonstrate how to make scrapple and sausage, foods traditionally made in the winter months, and a few of many that went well with the natural syrup.

Parking is available at the house for buses, vans and cars. This demonstration is a free, public program of the Historical Society. Home school, private and public school classes are welcome to attend. Please call the UCHS at 524-8666 if you have any questions.

Thursday, April 12 at 6:00 p.m.

"Memories of the Union County Sesquicentennial" at the Union County Sportsmen's Club, Weikert, PA Program. Tom Deans, former president of the UCHS, will share his recollections of the Union County Sesquicentennial in 1963, when he served as chair of the events and program committees as well as editor of the Sesquicentennial booklet, "A Story of the County." Tom served under his father John who was the overall chairman of the Sesquicentennial Observance. Tom will focus on his efforts to make the observance a countywide event, relate interesting anecdotes, and discuss how events and activities, including the historical pageant, helped to bring people together on that memorable occasion, the county's 150th anniversary. We will celebrate Union County's 200 years in 2013. Dinner: The program will follow a buffet dinner at the popular Sportsmen's Club in Weikert. Local members will receive dinner reservation information in the mail. Others interested in attending may call the Society office at 570-524-8666 or email hstoricl@ptd.net.

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Looking Back

The newspaper article below was originally published in the February 16, 1922 edition of The Mifflinburg Telegraph.

RED PINE FOUND ON BALD EAGLE DISTRICT

Prof. Jos. H. Illick, Chief of the Bureau of Research, Department of Forestry, Harrisburg, Pa., spent part of the week with District Forester Winter on the Bald Eagle State Forest. One day was spent in the study of plantations made in former years, taking pictures of these plantings on the snow, and in study of general conditions on the forest. On Thursday, Col. Henry W. Shoemaker of McElhatten, a member of the Forestry Commission, also visited Bald Eagle Forest, and met the District Forester and Prof. Illick at Joyce Kilmer Park, along the Lewisburg and Bellefonte State Highway.

At this place, a new Adirondack log lean-to has recently been finished, the first one to be built in Pennsylvania. This lean-to was built of blighted chestnut logs. As soon as the weather permits, a fireplace will be built in front of it, tables and benches provided, signs erected and a small recreation park be completed for the accommodation of both picnic parties and campers.

The boundaries of Joyce Kilmer monument were decided upon, which will include from twenty to thirty acres of the best original hemlock. Near the summit of Paddy Mountain a good trail has been built to this place. Everything within this area will be preserved. The Joyce Kilmer View includes most of the north side of Paddy Mountain from the monument east to the place where all timber was cut or destroyed, several acres in extent. Conservative lumbering and other operations of a nature that will not destroy the beauty of the mountain side will be allowed on this area.

The afternoon was spent in going to Selinsgrove in searching for red pine that Dr. H. A. Surface had reported growing naturally near that place. At least fifty specimens were found, ranging from seedlings to trees a foot in diameter and fifty feet tall. All indications were that larger trees had been cut. Both Professor Illick and District Forester Winter were very much pleased with this discovery because heretofore northern Lycoming County was considered the southern limit of this valuable pine. To find it growing naturally in a wood lot of southern Snyder County means that it once grew naturally on all parts of the Bald Eagle District and has been destroyed by lumbering and fires. Since the white pine is subject to both insects and disease and the red pine is not, recommendation for planting this valuable and hardy pine can now safely be made for all parts of the Bald Eagle District – perhaps for all parts of Pennsylvania.

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Internet subscriptions can be obtained FREE by visiting: www.millmonttimes.com

All of the newsletters published between January 2004 to the current issue are now available on the website.

Please use the following address if you are interested in contacting the editor, subscribing to the newsletter, making a donation, sending a gift subscription, or changing your address: Tony Shively, Post Office Box 3, Millmont PA 17845, telephone: (570) 922.4297 or E-mail: tshively@dejazzd.com

Are You Moving?

If you are planning to move, or if your post office mailing address is about to change, please notify The Millmont Times at P. O. Box 3, Millmont, PA 17845, as soon as possible. This newsletter is distributed bulk rate each month, and therefore it will not be forwarded by the United States Postal Service to your new address. All undeliverable newsletters are disposed of by the United States Postal Service. If there are any changes in your postal mailing address you can contact me at (570) 922.4297 or you can send an email to: tshively@dejazzd.com

Birthdays & Anniversaries

- | | | |
|-------------------------------------|----------------------------------|---------------------------------------|
| 1 – Eli Reiff | 9 – Micah A. Yarger | 19 – Emilie Jansma |
| 1 – Mary Jane Martin | 10 – Jan Kline | 20 – Ralph & Lottie Sheesley - 1959 |
| 1 – Robert Catherman, Jr. | 10 – Brenda Weaver | 20 – Landon Zimmerman |
| 1- Lamar Kahler | 12 – Mary “Lib” Dunkle | 20 – Kenneth & Rhelda Rishel - 1953 |
| 1 – Eugene Hoffman | 12 – Jeanne Lyons | 20 – Cory Yarger |
| 2 – Karen Göktaş | 12 – Jacob & Myrna Walter - 1965 | 21 – Malachi Yarger |
| 2 – Alice Reitz | 12 – Kimber Groff | 22 – Pat Witmer |
| 3 – Clair Jacka | 12 – James Brubacker | 22 – Orvis Wallace |
| 3 – Tyler Walter | 12 – Matthew Dorman, Sr. | 23 - William and Pauline Levan - 1952 |
| 4 – Brad Walter | 13 – Robert Jolly | 23 – Leon Zimmerman |
| 4 – Ruby Maust | 14 - Valentine’s Day | 24 – James and Norma Catherman - 1996 |
| 4 – Miranda Yarger | 15 – Jane Zimmerman | 25 - Kim Yarger |
| 5 – Dean Jansma | 17 – Irene (Barnett) Hill | 25 – Anna Mae Shuck |
| 7 – Kenneth & Anna Mae Shuck – 1947 | 17 – Belva “Bep” Steese | 26 – Marvin Benner |
| 8 - Nancy & Orville Wagner – 1959 | 17 – Marian Hoover | |
| 8 – Tim Catherman | 18 – Verna H. Zimmerman | |
| 8 – Fran Stroup | 18 – Connie Englehart | |
| 8 – Ralph Dorman | 19 – Cindy Potoeski | |

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