

GENESIS OF THE D., L. & W. RAILROAD

Its Construction Was Indirectly Caused by an Advertisement.

HOW HENRY W. DRINKER WAS THE STARTER OF IMMENSE FORTUNES IN NORTHEASTERN PENNSYLVANIA—DRINKER'S FAMOUS BEECHES AND WHAT CAME OF THEM.

From the Stroudsburg Times.

SETTLERS WANTED—TO TAKE UP land in the region of the upper Lehigh river, on long credit, at \$5 an acre. Pay for same taken in the form of work, shingles, maple sugar, fish, game, or any other product, natural or cultivated, of the tract or soil.

"I could name offhand," said the owner of this old newspaper relic, "more than a score of persons who are worth from \$2,000,000 to \$10,000,000 and owe their wealth and standing today to that advertisement indirectly the city of Scranton owes its existence to it. That advertisement led to the building of the Delaware, Lackawanna and Western railroad. There is a fascinating story connected with it and I would be willing to wager all I'm worth that there isn't one of the beneficiaries of that ancient ad, who knows it or has ever heard it."

"The development of this great coal and iron region came of a chain of interesting and really romantic circumstances, and the first link in the chain was forged more than a century ago when Henry Drinker, a wealthy Philadelphia, became interested with Dr. Benjamin Rush, George Clymer, Robert Morris, Samuel Meredith and other eminent men of that time in the purchase of Pennsylvania wild lands. The northeastern part of Pennsylvania was then a wilderness, and in 1789-91 Henry Drinker purchased from the state 25,000 acres in what are now Lackawanna, Pike, Wayne and Susquehanna counties. A portion of the land, which was on the headwaters of the Lehigh river, in the present Lackawanna county. It was called Drinker's Beech, because of the great forests of beech that covered the tract. Drinker cut roads, at great expense, through these forests and spent large sums in efforts to make the upper Lehigh river navigable so that his lands might be made available to settlers, but the locality was too unprosperous to attract them."

MADE A SETTLEMENT.

"In 1815 Henry W. Drinker, a son of this pioneer landowner, made a settlement in the beech wilderness. With this as an incentive he rendered the efforts his father had abandoned to induce settlers to locate there, and it was he who inserted this advertisement in the Philadelphia papers offering to exchange land on long credit for beechnuts, maple sugar, fish, game, work, timber, shingles and the like. In a short time, these inducements proving efficacious, many settlements were formed along the upper Lehigh, and the settlers were the ancestors of most of the coal and iron barons of the Lackawanna valley today—many a colossal fortune of the present time having been founded on a few hundred weight of maple sugar, certain carcasses of deer or one or two thousand shingles, split in the woods by the grandfathers of the now millionaires. "To open these isolated settlements to the outside world and make the region accessible, Drinker built in 1819 the first turnpike road that ever entered the Lackawanna valley. This he had chartered as the Philadelphia and Great Bend turnpike, and extended his sixty miles long, and from the Delaware river near the Water Gap to Drinker's Beech. It is known to this day as the old Drinker road, and is a landmark in fixing boundaries in that part of Pennsylvania. In 1819, also, Drinker became aware of the existence of anthracite coal in the valley, and although it was then useless, all efforts to introduce it having failed up to that time, he believed in its actual importance, and foresaw the advantages of better communication between the Delaware and Susquehanna valleys. Strange as it may seem now, his idea was that this communication could be made by a railroad. There was not a railroad in existence in the world at that time, except the crude mine tramways in England. Drinker blazed with an axe a route from the mouth of the Lackawanna river, where the borough of Pittston now is, through the unbroken wilderness, across the Pocono mountains to the Water Gap, a distance of sixty miles, and satisfied himself that such a scheme as he had in mind was feasible. This was in 1824, and in 1828 Drinker obtained a charter from the state of Pennsylvania for a company that he called the Delaware and Susquehanna Canal and Railroad company—the first charter for a railroad company ever issued. His plan was the building of a railroad with inclined planes, horse power to be used between the planes, and water power to raise the planes. He interested a number of prominent Philadelphians in the plan, and in 1831 a survey of the route was made.

COAL IN DEMAND.

"Anthracite coal had by that time asserted its value. The Lehigh Navigation company, on the Delaware, had come into existence and opened up a profitable market for coal in Philadelphia. The Delaware and Hudson Canal company had brought the riches of the upper Lackawanna Valley to light, conquered the prejudices of New York against the old fuel, and was advancing to wealth and power. Coal was selling at \$9 a ton at the tidewater markets, and coal lands in the undeveloped lower Lackawanna Valley could be purchased for \$10 an acre. The time seemed ripe for the building of Drinker's railroad. James Seymour, the engineer who made the survey of the route, reported that a railroad could be built from the Delaware Water Gap to the Lackawanna Valley for \$625,000 on which 240,000 tons of coal a year could be carried.

"That report seems somewhat ridiculous now, but the engineer made it all the same. The road was to be operated by inclined planes and horse power, as the locomotive was as yet an uncertain factor in the railroad transportation problem. At the time Drinker obtained his charter Samuel Meredith made a survey from the Lackawanna Valley at Providence to the Susquehanna Valley at Great Bend for a railroad forty-seven miles up the Susquehanna to the New York state line. A charter for a railroad over this route was obtained. The design of this was to form a junction with a proposed railroad between the Delaware and the Lackawanna, and thus make a through route to the rich and growing New York Southern Valley.

"Drinker's company was organized in 1832. Drinker was its first president. But he could not raise capital to go on with the work, and it was not until 1833, when he obtained a perpetual charter for a gravity railroad from Pittston to the New York state line, in conjunction with his original charter, that the New York capitalists became interested in the scheme. The building of the Erie railroad, was by this time being agitated, as the tide of emigration and trade was to the Southern Tier and the lake country. The route thither proposed by Henry Drinker was eighty miles shorter than the proposed Erie route and passed through the coal region. Before work was begun on the Drinker road the hard times of 1833-35 came on. Some of the leading men interested in the enterprise were ruined. Sir Charles Augustus Murray, an English capitalist, was traveling in this country at that time. He learned of the plans of Drinker and his associates and became interested in them. At a meeting of the company held in Easton Sir Charles was present. He agreed to raise \$500,000 in England to aid the building of the railroad on condition that the company would take enough money to make a decent beginning of the work.

"The chief aid and adviser of Drinker in this enterprise was a hustling and determined man named William Henry. By his efforts he induced the Morris Canal company of New Jersey to agree to take \$150,000 of the stock of the railroad company, but pending the negotiation of this stock was received from Sir Charles Murray that, owing to business depression in England, he was unable to raise the money he had expected to get, and the work received what seemed to be its death-blow. Both Drinker and William Henry had exhausted their private fortunes in the efforts to carry the railroad scheme to success.

SITE OF SCRANTON.

"The city of Scranton has now a population of over 110,000. In 1836 its site was an unbroken wilderness. This house and a stone wall forming the settlement known as Slocum Hollow, were all the evidence of civilization visible hereabout. There were deposits of iron in the hollow. The Slocums had smelted ore in a primitive furnace here before. In 1837 J. Albright, of Northampton county, could have bought the land now occupied by Scranton, including Slocum Hollow and the iron mines for \$10 an acre. Albright was interested in the iron business in the Northampton county, and he intended to exhibit it. This was about the time the Drinker railroad scheme collapsed. William Henry heard of the iron ore Albright had bought from Slocum Hollow and of the offer to sell the land. This put an entirely new idea into his head, and that was to get possession of the iron mines and use them as a new inducement to capital to resuscitate the railroad project, making Slocum Hollow the objective point of the road between the Delaware and the Lackawanna. This met with strong objection from Drinker, who had the welfare and future of Drinker's Beech uppermost in his mind, and not Slocum Hollow.

"But Henry was not to be put down. He at last won a New York capitalist named Armstrong over to his views on the new prospects of the railroad. Albright had in the meantime failed to raise money to purchase the Slocum Hollow property. In 1840 William Henry purchased 500 acres of the tract, including the iron mines, for \$8,000. In payment for it he gave a thirty days' draft on the capitalist Armstrong with agreement with him. But in those days the mails were slow, and before the draft reached New York for acceptance Armstrong had died suddenly. His administrator refused to accept the draft, and William Henry's contract for the land was worthless. He induced the owner of the land to give him an option on the land for sixty days. Then he went to hustling. He called on the two Scranton brothers, George W. and Selden T., the ironmasters of Oxford, N. J., and laid the situation before them. They became interested in the story and visited the wild Lackawanna region in company with the enthusiastic Henry, journeying over the turnpike built by Henry W. Drinker in 1819. The coal and iron deposits of Slocum Hollow were an agreeable surprise to the Scrantons, and they resolved at once to fill the place made vacant by the death of the capitalist Armstrong. They fulfilled the contract made by Henry, and became the owners, with him, of the Slocum property. They established iron works at the hollow, and began the development of the region.

ADVENT OF THE ERIE.

"The New York and Erie railroad had materialized by this time and was being pushed to completion along the southern border of New York state. This turned the attention of the Scrantons to an outlet by rail of the Susquehanna Valley to the Erie over the route laid out by Samuel Meredith in the Pocono to the Delaware and the Drinker route. Drinker had ceased to take an active interest in the original project when Henry succeeded in getting possession of the Slocum Hollow property, as he saw that the hopes of Drinker's Beech were ruined by that move, and he had turned his attention to retrieving his lost fortune.

"In 1847 the Scrantons purchased the old Meredith charter and built a locomotive railroad up the Susquehanna to Great Bend. They called it the Lackawanna and Western railroad. It was completed and opened in 1851. This brought New York city, although by a roundabout way, within a day's journey of the Lackawanna coal region, by way of the Erie from Great Bend. But the Scrantons were not satisfied with this roundabout connection, and in 1851 they procured a charter for the Water Gap and Cobb's Gap Railroad company, and purchased for \$1,000 the original Drinker charter of 1819. The Lackawanna and Western and the Water Gap and Cobb's Gap Railroad companies were consolidated under the name of the Delaware, Lackawanna and Western Railroad company, and the railroad that Henry Drinker had originated and had struggled so long and so hard to build was at last constructed from the Delaware to the Lackawanna.

FAR-REACHING RESULTS.

"From the purchase of 500 acres of land for \$8,000, which was led to by the perseverance of Henry W. Drinker in bringing the resources of the wilderness to the attention of the outside

world, the great Delaware and Lackawanna system has grown, together with its millions of wealth in coal lands. Upon that modest investment the enormous plant and property of the Lackawanna Coal and Iron company and the city of Scranton itself, with its varied industries and rich surroundings, are founded. The coming of the Drinkera into the then uninhabited wilderness has been followed by the investment of hundreds of millions of capital there and the enriching of all the families whose founders came into the valley in response to Henry W. Drinker's advertisement for settlers who were willing to take up land in the wilderness and pay for it with maple sugar, fish, game and shingles. "Henry W. Drinker, by the sale of his lands, which increased in value greatly with the advent of the railroads and the development of the coal trade, accumulated another fortune, and retired to a life of ease at Montrose, Susquehanna county, where he died. There are a few of his direct descendants living. One Anna Drinker, was a poetess of national fame forty years ago, writing over the name of Edith May. She became insane, and was an inmate of the State Insane asylum at Harrisburg for more than thirty years and was believed to be an incurable patient. About five years ago her reason was suddenly restored, and she took up her residence in Philadelphia. Her brother, Joseph, in 1884, shot and killed President Cooper of the Montrose National bank. Cooper was the trustee of Anna Drinker's estate, and Joseph Drinker charged him with having been unfaithful to his trust. Drinker was convicted of murder and sentenced to be hanged. After years of delay he was adjudged insane, and was placed in the lunatic asylum at Danville, becoming an inmate of that asylum about the time his sister Anna was discharged from the Harrisburg asylum after her long confinement there."

HOW A 10-INCH SHELL IS MADE.

Story of the Process Until It Is Ready for Its Work of Destruction.

The complete story of the manufacture of one of the big battleship projectiles has always been hard to obtain. The First-Sterling projectile works at Demmler, near Pittsburgh, are barred by a high wall, and representatives of the government and officials of the company having access to all the departments. Even the workmen of one department are forbidden to enter another. Here is the history of the making of a 10-inch shell.

In the casting shop molten steel is cast in a solid piece about 12 1/2 inches in diameter. From the casting shop it goes to the forge room, where, after being reheated, it is hammered down to 10 1/2 inches in diameter, and then elongated in the process. It is then conveyed to the machine shop and placed in a specially constructed lathe. The base of the projectile is inserted in the lathe "chuck," and the conical end is swung from the lathe center. A "roughing" cut is then run over the shell, the shell itself is pointed, and then receives a finishing cut.

The only parts of the shell that bear against the rifled surface of the gun is the larger part of the conical end and the surface of a copper ring that encircles the projectile near its base. The copper is quite soft, so does not injure the rifling. After the finishing cut is given to the projectile, the diameter of the largest part of the cone is 10 5/16 inches, and that of the cylinder, which is the body of the projectile extending back from the cone, is 9 9/16 inches.

The workmen now apply the "band score," which is a groove cut for the reception of the soft copper band. For a 10-inch projectile the band is 3 1/2 inches wide at the bottom and 1/2-inch deep. The groove is wider at the bottom than at the top, so that the copper band retains its position after it has been placed in the groove and pounded down on it. The copper swells out and fills the groove, thus making a flange hole on the under side. Then the "exacting score" is cut. This presents sectionally a view like the letter V, with the letter lying on one side and the converging line pointing to the base of the shell. This score is made to permit a tool to be fastened to the shell when it is desired to withdraw it from the gun. The shell is put in the cutting-off machine, where the surplus length is taken off. The next move is the boring of a five-inch hole in the base to a depth of fourteen inches.

In the process of hardening, the shell is suspended point downward, in a receptacle filled with molten lead, and is allowed to settle until the hot metal rises above the conical base. The temperature of the lead is 500 degrees, but is increased gradually to 1,300 degrees. The work of heating requires four hours, when the shell is withdrawn from the bath and sprayed with water to give it a hard exterior. It is then plunged into a bath composed of secret ingredients, and when withdrawn it is cooled with a jet of water. The projectile goes again to the machine shop, the hole in the base is widened half an inch and the depth is increased two inches. The hole is "threaded" a few inches and a screw plug is inserted. The grinding room is the next destination, and here the extreme diameter of the cone is ground down to 10 inches exactly. This soft steel cap has been fitted to the tin of the projectile, on the theory that when the shell strikes the armored side of a battleship the soft steel preserves the point of the projectile without interfering with its penetrating power, the shell is finished up as far as the First-Sterling company is concerned. It is exactly 27 1/3 inches long. After it has been received at some United States arsenal it is filled with an explosive compound and is ready for its work of destruction.

All large projectiles, from the 6-inch size up, are made as described. The machinery at the Demmler plant consists of twelve lathes, four boring mills, two cutting off machines, two tool lathes, two chasing machines, one grinding and one centering machine. This equipment is being reinforced, as the company has enough work on hand for the government and foreign countries to keep the plant busy for two years.

JONAS LONG'S SONS. THE GREAT STORE. THE GREAT STORE. JONAS LONG'S SONS.

Store Closed All Day Monday, the 4th Last Two Days of the American Sale Monday Bargains---Today and Tomorrow

THREE TRADE CONDITIONS that will contribute toward keeping us busy these two days. The Great American Sale has been a wonder-worker; has brought crowds to the store after the most honest bargains ever offered by any house. Monday Bargains are always greatest here---and the Monday bargains of today and tomorrow are fully up to the standard---some of them are even better than usual. Do you wonder at our having made some great price cuts? A Bargain Carnival worthy the store---worthy your attention. Don't miss it.

Muslin Underwear.

QUALITIES ARE HERE---THOUGH PRICES ARE SLASHED.

- MUSLIN GOWNS---Good quality and very pretty, trimmed with yoke of fancy plaiting and embroidery. Sold as bargains in other stores at 49c. Here at 38c
MUSLIN GOWNS---Very fine quality, elaborately trimmed with fine tucks and delicate inserting on neck and sleeves. Sold as bargains in other stores at 98 cents. Here at 78c
CORSET COVERS---An assortment of them that have been selling readily at 35c and 49c. Both high and V and beautifully trimmed with lace and embroidery. To be closed out at 23c
MUSLIN CHEMISE---Fine quality with very handsome embroidery at neck. Sold as bargains in other stores for 35c. Here at 25c
MUSLIN CHEMISE---Extra fine quality, beautifully trimmed with fine tucks; some with deep embroidered yokes; sold as bargains in other stores at 75 cents. Here at 49c
MUSLIN DRAWERS---First grade of muslin, trimmed with several rows of fine plaits and embroidery; were 49c. Now 35c
LAWN DRESSING SACQUES---A great variety of them at a third less than elsewhere.

Boys' Clothing.

FOR LESS MONEY THAN ANY HOUSE IN THE STATE.

- For wash suits, sizes 3 to 8 years, full sailor styles, blouse with deep collar and embroidered shields. Were 49c. 34c
For wash suits of best fast color Galatea, sizes 3 to 8; seven patterns; were \$1.25. 87c
For your choice of fifty styles in waists and blouses, fast color; were 49c. 25c
For Fauntleroy Blouses, sizes 2 to 8, made of linen lawn, with fancy double collar and cuffs and prettily trimmed down the fronts. Were \$1.19. 75c
For your choice of 34 two-piece suits, 10 to 15 years; all wool and double-breasted; only two or three of a kind. Have been \$3.50, \$4.50 and \$5.00. \$2.19

Women's Neckwear.

TWO PIECES FOR LESS THAN THE PRICE OF ONE.

We expect to get the remainder of Scranton women supplied on these two days. It's not often you can buy a simon pure 2100 LINEN COLLARS AND A WHITE PIQUE PUFF SCARF FOR TWENTY-FIVE CENTS. But that is what we offer you today and tomorrow, and we can promise you the most for your money of anything of the kind you've ever bought.

Dollar Gloves==Now 69c.

A CASE OF "METHOD IN MADNESS"---BUT FOR YOUR PROFIT.

There are six hundred and twenty-one pairs, by actual count. Castor Gloves, in white only, 2-clasp and guaranteed washable. We've sold hundreds of pairs of them, but never a pair under 98c---that's honest fact. The new price goes on them this morning---while they last... 69c

75c and 85c Wrappers, 49c.

POSITIVELY ACTUAL REDUCTIONS FOR TWO DAYS.

This sale represents the balance of our big stock of women's wrappers, from which splendid assortment so many have been sold this season. A great many styles to choose from---black and white and blue and white, trimmed in every conceivable style, 49c

Forty-Nine Cents.

Ice Cream Served in the Restaurant, 10c.

Parasols. Waist Sets.

AT SOME LITTLE PRICES. NEW IN STYLE---LOW IN PRICE.

- Fifty all silk parasols, in all styles of plaids, stripes and fancies; have been \$1.48 and \$1.75; now 98c
Sixty white and black parasols, with ruffles; also some with fancy stripes, have been \$1.98 and \$2.50; now 1.25
30 very handsome parasols in solid colors, and black and white; very fine quality and worth \$2.75 and \$3.00; now 1.69
25 pieces of canopy top black chiffon, black and white and green, former prices, \$5.98 and \$6.48. Now 3.48
Shirt waist sets in silver and gold plate; very latest styles of enamel patterns. Cuff buttons, 3 studs and collar button; were 25c set; now 15c
Gold plated sets, with link cuff buttons; 3 studs and collar button; were 19c; now 10c
Silver sets, with link button, were 10c; now 5c
Fancy gold plated girdles that have sold readily at 49c, to go at 25c
Gold plated girdles of beautiful design, set with fancy jewels. Formerly 98c; now 48c

25c Books for 7c.

WE SAY "25c BOOKS"---SOME CHARGE MORE FOR THEM.

There is close on to 2,000 of them---paper covers, printed well from clear type. Many of the titles are new. They're all good. Some of the writers represented are:

- MARION HARLAND JULIE P. SMITH ROSA N. CAREY MAY AGNES FLEMING RUDYARD KIPLING
HALL CAINE THOS. HARDY ANA SEWELL WALTER BESANT J. M. BARRIE
MARRIE CORELLI MRS. FORRESTER E. D. N. SOUTHWORTH W. CLARK RUSSELL ROBT. L. STEVENSON

OUT TODAY---In cloth only, "Rupert of Hentzau," sequel to "Prisoner of Genoa," by Anthony Hope.....\$1.15

Closing Out Bicycles.

AT PRICES THAT SET A KILLING PACE.

- \$60 Monarch Bicycles, \$44.98
50 Defiance Bicycles, 36.00
45 Defiance Bicycles, 31.00
35 Anthracite Bicycles 29.00
\$30 King Bicycles.....\$24.98
30 Queen Bicycles... 24.98
20 Conroy Bicycles... 15.98
B. & R. Bike Lamps.. .75

Men's Furnishings.

AT LESS THAN THE USUAL SATURDAY LITTLE PRICES.

- Men's Negligee Shirts with white neck band and cuffs to match, to close 35c
Men's Percalé Negligee Shirts, neat patterns, with two lay-down collars and cuffs, to close at..... 49c
Men's High Grade Golf or Semi-Dress Shirts, new and nobby patterns; cuffs to match, at..... 98c
Men's Balbriggan Underwear, to close at 49c, 39c and 25c

Eugene Peysor's brand of pure linen collars---all pure linen, and none better at any price..... 10c

Shoe Bargains. Basement Bargains.

- Women's \$1.50 Dongola Kid button and lace shoes..... 99c
Misses' fine tan button and lace shoes, sizes 11 to 2; were \$1.50, now... 98c
Boys' Peerless lace shoes, solid and serviceable; were \$1.50, now..... 1.18
Women's finest black and russet oxford ties, every style, worth \$2.50 and \$3 pair, now..... 1.18
Two-gallon water coolers, handsomely embossed on the outside, with galvanized lining. Have been \$1.00; now..... 69c
500 dozen Jelly Glasses, that have sold at 48c dozen, now..... 18c
Extra large size and finely finished window screens, former price, 35c; now..... 22c

Soda Water From the new fountain, 5c.

Hood's Pills Are much in little; always ready; efficient and horse power, as the locomotive was as yet an uncertain factor in the railroad transportation problem. At the time Drinker obtained his charter Samuel Meredith made a survey from the Lackawanna Valley at Providence to the Susquehanna Valley at Great Bend for a railroad forty-seven miles up the Susquehanna to the New York state line. A charter for a railroad over this route was obtained. The design of this was to form a junction with a proposed railroad between the Delaware and the Lackawanna, and thus make a through route to the rich and growing New York Southern Valley.

Jonas Long's Sons From the new fountain, 5c.