JERFRERSONI Devoted to Politics, Literature, Agriculture, Science, Morality, and General Intelligeuce. OL. 31. STROUDSBURG, MONROE COUNTY, PA., DECEMBER 18, 1873. NO. 32. ablished by Theodore Schoch. THE NORTHERN PACIFIC RAILROAD. road neighbor, cannot but be productive Fork of the Columbia river, two thirds Columbia on the western side of the ridge. of vast benefit, nationally, by adding ma of the way navigable for large steamers, are only about four thousand feet above clad summit stands about fourteen thou a is -fac tollars a year in advance-and if not advente end of the year, two dollars and fifty Letter of W. Milnor Roberts-Descript terially to our population and general where work can be commenced at numer sand feet above the sea. the sea level. tion of the Country-Valuable Infor- commerce. Such a considerable exten ous places to excellent advantage; and to Il be charged The mountain portion of Montana is liscontinue | natil all arrearages are paid. sion of the railroad system of the United which points materials, such as iron, pro the action of the Editor. mation. eminently a mineral region, abounding in by rail from Kalama on the Columbia A localse nexts of one square of (eight lines) or States, ranging only a short distance south visions, tools, etc., can be readily convey gold, silver, copper, and coal Iron is river. It is about seven hundred miles or three insertious \$1 50. Each additional We have been furnished by William so cents. Longer ones in proportion. of our northern boundary, was needed for | ed from the Pacific side. M. Lyon, Esq. with the following valu found, but there has not yet been suffi by sea north of San Francisco, and upon able letter of W Milnor Roberts, on the the development of millions of acres of This leaves only about one hundred cient inducement to work it, owing to the the completion of the Northern Pacific JOB PRINTING, fertile territory, which, but this public and thirty five miles, between the apper great distance (190 miles) from the Railroad, bringing Paget Sound in direct subject of the Northern Pacific Railroad. OF ALL KINDS. It will be found replete with interesting improvement, would have remained dor waters of the Columbia and those of the nearest railroad-the Central Pacific at communication by the shortest route, with the highest style of the Art, and on the nust reasonable terms. matter, and presents the views of one mant for years, without settlers, and ex Yellowstone through the mountain re Corinne. The valleys consist of rich. Chicago, Milwaukee, St. Paul, Duluth, thoroughly acquinted with this enterprise posed to Indian encroachment; whereas gions; a considerable part of which is arable soil, which yields enormous crops and all points eastward along the Atlantic WILLIAM S. REES. now it will annually, and in a rapidly in easy of construction, and where timber of wheat, rye, barley, and oats, as well as coast, it must command a hand-ome share as to its present status and future proscreasing ratio, add largely to the genesal and stone are in sufficient quantities, and potatoes, turnips, cabbage, etc Irrigation of the new commerce now just springing pects .- ED INQUIRER. urveyor, Conveyancer and NEW YORK, Oct. 25, 1873.-William business, greatly augment our taxable of good quality. is cheaply secured, and thus the dryness into existence between China, Japan, etc., Large areas of this part of the Rocky of the climate is ameliorated to a con and the United States area, and increase our national prosperity M. Lyon, Pittsburg, Pa .- Dear Sir :-Real Estate Agent. Since you requested my opinion concern A comprehensive view of the United Mountains consist of excellent pasture siderable extent. The great need of Puget Sound is soon to become the States in connection with a retrospective land-even to the very summit of the Montana is a railroad, to reduce the cost great ship building place for the world's ing the future prospects of the Northern Pacific Railroad, many inquiries have glance at what has been accomplished passes. of mining and to introduce more popula | commerce. The advantages are wonder-

arms, Timber Lands and Town Lots FOR SALE. office next door above S. Rees' news Depot

al door below the Corner Store. uch 20, 1873-tf.

DR. J. LANTZ. rean and Mechanical Dentist.

on Main Street, in the second Waiton's brick building, nearly oppo-isoning House, and he flatters himself pheen years constant practice and the most elul attenti n to all matters pectaining sion, that he is fully able to perform a is the dental line in the most careful, taste-NUL WEATELNEY

attention given to saving the Natural Teeth : he jusemion of Artificial Teeth on Rubber in Continuous Guos, and pertect fits in

as his know the great fully and danger of enwork to the inexperienced, or to these shance. April 13, 1871.-1y a situatante

B. J. ER. NEER E.R., HYSICIAN AND SURGEON.

dire 1st door above Stroudsburg House,

ice 1st door above Post Office. Mice hours from 9 to 12 A. M., from 3 to 5 d 7 to 8 P. M. [May 3 '73-1y.* R. GEO. W. JACKSON ITSICIAN, SURGEON & ACCOUCHER.

been made by others on the same sub ject. I desire now, through you, to pre sent some views to those who feel an interest in this road ; they are founded upon an intimate acquaintance with the country through which it is located, and my experience of the capabilities of railroads generally. It is true that my testimony must be regarded as coming from an interested party, owing to my connec tion with the location and construction of this railroad ; but if the statements are based on facts, and are correct, and if the inferences are warranted and sustained thereby, that circumstance alone should not destroy their force. Those who have taken the trouble to see the region from Lake Superior to the Pacific, as a whole, and who have studied the subject care fully, have, I believe, arrived at two im portant conclusions :- First, that this

pecuniary investment, and its future para mount national advantages, so far as hu man judgment can determine, are abund antly assured.

within the last forty years, since the pra sent system was fairly inaugurated, should

construction. Monetary revulsions, and fully or otherwise.

man of the Board of Indian Commission and thus to place it in immediate con ship timber, growing down to the water's satisfy every intelligent thinker that the ers, has traversed much of this mountain nection with the railroad systems of the edge, and there are already in operation immediate construction of the Northern region, the Columbia Valley, as well as Atlantic and Pacific slopes When this on the sound mills sawing over two hun-Pacific Railroad is not premature, in any the Yellowstone and Missouri River Val shall be effected, it will be found that the dred millions of feet annually. The practical sense; unless all the great trunk leys; and as he was at one time a practi- resulting business will afford a very heavy winters are so mild that out door work lines of Ohio, Indiana, Illinois, Missouri, cal civil engineer, he is qualified by his trade on the railroad. The cattle transport continues all the year. It is very healthy. and lows were premature. Most of them habits of observation to judge of the rea ation alone from the magnificent grass There can be no rival city along the were projected and prosecuted more or sonableness of the statements which have valleys of Montana will yield a handsome Pacific coast on these seven hundred less in advance of population, through re been made by me respecting the railroad income; while there will be a large miles, for the reason that there is no gions to which those roads gave new capabilities of these regions. I would amount of orefreighting, originated and sufficient harbor from Puget Sound to values, and from which they now derive suggest the submission of this letter to sustained by the facilities offered by the San Francisco, which sity is too far off to large incomes And now alter the lapse him, and if he shall discover in it any railroad. At present, owing to the great be a rival for anything but the foreign of but a few years, not one of these could thing erroneous or overwrought. I de cost of transportation, neither cattle nor commerce already referred to. Such be removed without serious detriment to sire to have it frankly pointed out. It is ore can be shipped ; and the people strive rivalry is unavoidable, just as the comnumerous important and valuable general too late in the period of my professional, to get on with the minimum amount of mercial rivalry between New York and interests which have sprang up in con life to enter now upon a perversion of importation. Give them a railroad and Orleans is unavoidable ; yet New York sequence of the facilities prerted by their facts, or to attempt to mislead, either wil all this will be changed at once.

throughout our country, may retard, tem climate and country does the Northern a moutain region interspersed with arable tween them road is needed by the country, and that porarily, the extension of this railroad, Pacific Railroad run through ?" My an valleys; while the tumber gradually, as It would be a very short sighted view and delay its final completion; but since swer is that it passes through regions pos the main stream (Clark's Fork of the that could take in but one great city on Second, that its ultimate success as a on many accounts there is real need of sessing materially different characteristics Columbia) is descended, becomes heavier the Pacific Coast, on the whole of its such an improvement across the Con- of climate, topography, soil and mineral de and more valuable. This is also a mining United States front.

cently called Mount Rauter, whose snow

Tacoma is one hundred and five miles

Hon. F. R Brunot, of your city, chair | tion, machinery, etc., at reasonable cost. ful. There is here a choice of the finest would not be benefitted by the destruction of New Orleans On the contrary, Westward of the Rocky Mountain range, the succeeding equalization of values I have often been asked, "What kind of in Western Montana and Idaho, it is still there are large commercial interests be-

the old office of Dr. A. Reeves Jackson, ee, corner of Sarah and Franklin street. STROUDSBURG, PA. ust 8, 1872-tf.

R. H. J. PATTERSON.

PERATING AND MECHANICAL DENTIST.

ng located in East Stroudsburg, Pa., ans that he is now precared to insert artitesth in the most beautiful and life-like er. Also, great attention given to filling reserving the natural teeth. Teeth exwithout main by use of Nitrons Oxide All other work incident to the profession is the most skillful and approved style. ok attended to promptly and warranted. reasonable. Patronage of the public

flice in A. W. Loder's new building, op-Analomink House, East Strondsburg, July 11, 1873-1v.

R. N. L. PECK, Surgeon Dentist.

Announces that having just returned from lental Collegs, he is fully prepared to make rificial teeth in the most beautiful and liteto manner, and to fill decayed teeth acarding to the most improved method.

Teeth extracted without pain, when dethe use of Nitrens Oxide Gas, which is entirely harmless. Repairing of targes reasonable.

Office in J. G. Keller's new Brick build-12. Mata S reet, Stroudsburg, Pa. sug 31-1f

TAMES H. WALTON. Attorney at Law,

in the building formerly occupied M. Burson, and opposite the Stroudsog Brak. Main street, Stroudsburg, Pa. 13a 13-ff

MERICAN HOTEL.

The subscriber would inform the public that has leased the house formally kept by Jacob Knecht, in the Borough of Stroudsburg, Pa. and having repainted and refurnished the same. tipated to entertain all who may patronize m. It is the aim of the proprietor, to furnsh superior accommodations at moderate rates and will spare no pains to promote the comon of the guests. A liberal share of public course solicited.

D. L. PISLE. April 17, '72-ff.]

KIPLE HOUSE, HONESDALE, PA.

Most central location of any Hotel in towa.

R. W. KIPLE & SON, 169 Main street. Proprietors. January 9, 1873 .- 1v.

Attempts have been made to charac terize this great railroad project as an ephemeral scheme, unsupported by sound judgment resting on substantial reasons ; but this has not in any instance, so far as I know, proceeded from intelligent men who have thoroughly investigated it,

Unquestionably it is a herculean un dertaking, involving an expenditure of a hundred millions of dollars; and those public spirited gentlemen who have de voted their time and means to the great labor of managing its affairs, instead of being vilified as visionaries, should be honored as public benefactors.

There are important and intrinsically valuable features specially appertaining jection that they had raised. to the Northern Pacific Railroad, which cannot be essentially affected by the preseut monetary difficulties of the country Among these are :---

First. Its commanding geopraphical position, being on the shortest practicable country, their views are quite as san ine between the great lakes of the At-

lantic side and the Pacific Ocean. Second. Its remarkably lavorable and superior topographical features, being chieffy a valley route, of easy grades. Third Its various meteorological char

acteristics and healthy climates. Fourth Its relations and connections with the great railroad systems of Canada and the United States.

Fifth Its advantageous junctions at nine different points with the grand wa kinds neatly done. All work warranted. ter system of the lakes, the Mississippi. Red, Missouri, Yellowstone, and Columbia rivers, and the Pacific Ocean. Lach of these junctions has great value ; they are all intact, and cannot be taken away.

THERE HAS BEEN NO IDLING.

Mach, too, has been accomplished in the three years that this road , has been under construction. Five hundred and fifty five miles have been completed and opened for public convenience and Gov ernment uses, upon which trains are now regularly running, affording excellent facilities to the rapidly inflowing popula tions.

Montana, to the Yellowstone river. Coal Ten millions of acres of lands in the five miles to be built could have been is abundant, and found at frequent State of Minnesota and in Dakotah and done during the three years, and why intervals from the Missouri river to the Washington Territories become, in con they can at any period be constructed in Yellowstone, a distance of two hundred sequence, the property of the company and five miles It is also found in many A new, extensive, and valuable region that time :--Because the eastern and of these 1445 places along the valley of the Yellowstone. has thus been made ready for advantageous settlement, embracing within the miles rests on the Missouri river, a large Montana is an extensive Territory. extending from longitude 104° to land limits, in all twenty millions of acres. stream, navigeted by first class steamers half of which, or ten millions of acres. At this point the iron rails, cross ties, longitud 116°, and from latitude 441 s utilized. belong to the Government, and are open provisions, workmen, and everything to latitude 49°, at the boundary of the to pre-emption and homestead occupation needful, can be conveniently delivered British Dominion. Its eastern portion -all being now furnished with first class by water. Secondly, at a point two hun consists of valleys, partly wooded, bounded tailroad facilities, which they would not dred and five miles west of the Missouri, by hills clothed with grass, with occasional otherwise have had. This large body of he line strikes the Yellowstone river, forests, not dense, but affording abundance land has thus been rescued by this com which is also navigable for first class of lumber for all ordinary uses. The papy from comparative uselessness, and steamers to and above this point. Here quantity of rain and snow is less than in Olympia, Steilacoom, Tacoma, Saattle, work it begins to blister the patient, and brought within the area of our advancing is another place at which all the mate Minnesota, but the country abounds in Whatcom, Port Townshend, Port Gamble, leaves him finally with a paintal flaged rials, etc., can be conveniently delivered clear, perennial streams, especially along Port Madison, etc., although on Whirby spot, after having produced far less effect If this road should never be extended Thence the line continues for about three the south side of the Yellowstone. The Islands ; and at the outlets of the principal in a beneficial way than was intended. cigilization. beyond the Missouri river, to which point hundred and fifty miles along the valley Yellowstone above where the line strikes streams flowing from the Cascade Moun it is now running, only a few years will of the Yellowstone, which presents pecu it is a clear stream, flowing over a peubly tains, there are a number of good tarms. a blister at all It a thister is wanted elapse ere it must command a lucrative liar facilities, and where the work of grad bottom, from six bundred to a thousand natural prairies, and meadows. trade, because it passes through and taps ing can be advantageously begun at any feet or more in width, and too deep to be Puget Sound, although in latitude 47° the finest wheat producing regions, on number of points in the valley, simul fordable till late in the summer. The to 48°, is never obstructed by ice. There the globe, now rapidly being settled and taneously. Thirdly, on the Pacific side climate is not so cold in the Valley of the is always a free, open passage for the soon to be filled with an industrious and the natural advantages are of much the Yellowstone as it is in Minnesota Central largest fleet of the world between its har same character. The Columbia river is Montana is covered, with the main range hor and the Pacific Ocean Its waters are be a plaster which will "draw" perfectly, The same causes which built up and daily navigated by first class steamers, of the Rocky Mountains and its spurs. deep, and all of the straits but will not produce a blister even upon thrifty population. and there are two hundred and fifty miles with numerous intervening cultivable of De Fuea, are void of rocks. All the skin of an infant, no matter how long now sustain the main trunk lines centring of line along its valley, upon which work valleys. Here the Missouri on one side navigators who have visited them have at Chicago and St. Louis will build up may be commenced at any number of and the Columbia on the other side of the concurred in the opinion that the waters and sustain the Northern Pacific Rail points. Then from the mouth of Lewis great continental range take their rise. of Puget Sound afford the salest and most eminent physician. road, which will have Eastern water out lets at Duluth, Superior, and the Straits Fork of the Columbia there are two hun their headwaters actually interlocking magnificent navigation for ocean vessels dred and eight miles, across the Columbia The summits of the mountain peaks are to be found anywere. Upon this great waukee, on Lake Michigan. It is but a plains (analogous to the distance from the from ten thousand to thirteen thousand ocean harbor of the Pacific, as it may be the people of part of the porth western of Mackinaw, and at Chicago and Mil Missouri to Yellowstone), cutting off the feet or more above the sea, while there termed, the Northern Pacific Railroad section of that State, especially the count The opening of this road across Min- great bend of the Columbia rivers to Lake are several passes which are only about Company have located the western ter ties of Lyon and O-reola, have been sufquestion of a little time. Pend d'Oreille, which lake is also navi six thousand feet, and the main valley of minus of their road, at Tacoma, on Com fering severely for want of foot, fuel and nesota and Dakotah to the immense val leys of the Red and Missouri rivers, strik- gable for steamers of large size. From the Madison, mencement Bay, a splendid sheet of water. clothing, owing to the failure of the grain ing a point on the Missouri five hundred Lake Pend d'Oreille the line runs for and the Jefferson rivers, on the eastern in tull view of Mount Tacoma, the Indian erop last sommer. Several women are wiles north of its nearest couthern rail- nearly three bundred miles along Clark's side, and of the head branches of the name of the grand old monntain until re said to have died of want.

The financial gentlemen from Europe 92°) only six hundred feet above the le population. who visited and reported upon this road vel of the sea, gradually rising to the their judgment, for the protection of the the Red River of the North which inter in the wrold. interest for the first few years. In their lock on the same general summit west of carefully prepared reports they indicate Lake Luperior, in the State of Minnesota how, in their opinion, that purely finan | The eastern part of this State is timber cial matter could be arranged ; which, as ed, while its western portion is prairie,

soils, the mineral wealth, the grand for ests, and, indeed, all the leading charac presentation of these matters that has roads. ever cmanated from me.

It is obvious that the amount of interest that may have to be provided for un til the net income from road business and the line to complection ; whether it shall linger through many years, or, by ample provision of funds, be pushed through in three years.

in round numbers, would now finish and stock the road, within three years, if the money were assured, so that contracts could be made with that view.

Although only a little more than one fourth of the line is finished, that which is yet untouched could have been finished along the line, beginning on Sweetbriar in the same time, had the necessary funds creek, twenty five miles west of the river. been in hand.

I will explain, as briefly as I can, how boundary of Dakotah, and into Eastern by ice. it is that the fourteen hundred and forty

worked.

tinent, and in which so many of our peo posit. It could scarcely be otherwise along as well as a timber region ; although the Nothing can tend to the development of ple are interested, nothing can be more a route of such great extent, crossing a con valleys are capable of raising agricultural the northwestern portion of the United certain than its ultimate construction. tinent, starting at Lake Superior (longitude products for the support of the local States so much as direct railroad com-

to their constituents in Berlin and Vien- summits of the Rocky Mountain passes, Washington Territory consist chiefly of too expensive to pass from Chicago to na, did not object to recommending their nearly six thousand feet above the sea, rolling prairie, much of it treeless. The Puget Sound-six days to San Francisco, banker friends to invest in the bonds of and again descending gradually by the valleys are remarkably productive I have thence four days to Paget Sound-ten this company, on account of any doubt Valley of the Columbia to the leval of recently been informed that there are days, the least possible time With the respecting the merits of the route, or of the Pacific Ocean, at Puget Sound, (long nearly a million of bushels of wheat to be Northern Pacific Railroad completed, five its future prospects of population and itude 1221°). It may be said to begin shipped this fall down the Columbia river days only need be occupied between business ; it was solely on account of the about latitude 463°, near the head waters to the Pacific coast, from one portion of Chicago and Tacoma, on Puget Sound. want of adequate provision, according to of the St. Lawrence, the Mississippi and Washington Territory-the finest wheat with but little over half the cost. Then

the river, the immediate valley of the ago will be realized.

main Columbia abounds with some of the they think, would remove the only ob- with timber along the streams. It has grandest and most beautiful scenery on ance to the Government of the United sufficient rain, and the soil is generally the globe; but it affords only trifling States that this continental line should be In regard to the climates; the topo very prolific, and remarkably well adap agricultural facilities. It is a most con completed at the carliest practicable graphy, the agricultural capabilities, the ted to the raising of wheat. Its climate venient highway between the treeless period? Thick, for a moment, of the is cold and clear, as a rule, throughut the plains of the Columbia plains and the power that it will give over all the Indian winters, with sufficient snow; but not as densely wooded regions of the lower pations and tribes north of the Union and teristics which go to make up a great much as in New England in the same Columbia river, and as the railroad com Central Pacific Railroads, and the latitude ; and usually not enough to inter- pany owns the finished railroads and the factilities it will afford for the transportaguine, and even more hopeful than any fer materially with the working of rail steamers now daily running on the river, tion of troops and army stores, and the Dacotah, the adjoining Territory on the conveyance of iron, materials and work cost. Many of our older army offeers west, in this latitude, is entirely a prairie men, etc., from the Pacific coast to any have at some period of their service been region; treeless, excepting along the portion of their works in Oregon, engaged on duty in Washington Territory

immediate valleys of the streams. Its Washington, Idaho, and Western Mon and Oregon; I would appeal to their sales of lands shall protect it, depends surface is gently undulating, and covered tana, thus enabling them to deliver these experience to say whether the opening of very much upon the manner in which with pratrie grass, and its soil, on a large at minimum cost. In Washingtion this line will not at once place a most the company may be able to prosecute portion of the route, is very good. The Territory, and in the State of Oregon, powerful military arm at the service of quantity of rain fall is less than in west of the Cascade range of mountains, the Government, whose moral and Minnesota, but it is sufficient for perfect | the climate is radically different from that | pecuniary value can scarcely be overestiing crops. The winters are clear and cold, of Minnesota. There is here a supera and the fall of snow is even less than in bundance of moisture from October till With the eighty five millions of esti Minnesota-gradually decreasing towards April. About half the year subject to acknowledged national incortance which mated cost in hand, the road could have the Valley of the Missouri. Coal has been frequent, but usually gentle rains, and the have been begun in the United States. I been built in three years. It is the same discovered in Dakotah, east of the Missouri; other half of the year being comparatively doubt whether there is one which in still, in regard to time; but sixty millions but no veins have yet been regularly dry. Crops, as a rule, never fail, either intrinsic national value can compare The same general characteristics are found in Western Dakotah, on that pormiddle of January the winter is over tion west of the Missouri river ; excepting that there is more timber, while coal has been discovered in numerous places all and extending all the way to the western the steamers are very little interrupted truly yours.

> The country in Washington Territory between the Columbia river and Puget Sound, a distance of about ninety miles. is for the most part covered with dense forests of valuable timber. The excep tions are limited areas of natural prairie

which constitute the basis of the towns such a plaster as that makes is simply

manication across the continent At Western Idaho and the eastern part of present it is comparatively tedious and emigration will receive an impetus, and From the mouth of Lewis Fork or the prognostications of Governor Stevens Snake river, for two hundred miles down | and other far seeing minds of twenty years

Is it not, then, an object of vital importthey possess the best of facilities for the immense saving to our people of annual mated !

Among all the uncompleted works of from too much wet, or from drought; the favorably with the Northean Pacific Railvalleys are very fertile, and the snow fall road Such a work of real merit should is quite moderate. Generally by the not be suffered to languish New financial arrangements must of course he inaugurat-Occasionally, in the latter part of Novem | ed as soon as the present monetary ber and in December, the winters are cold revulsion shall have returned affairs to enough to freeze over the Columbia river ; | their normal and stable condition - a brief but during some winters the daily trips of period only, it is to be hoped. Very

W. MILNOR ROBERTS, Chief Engineer.

How to Make Mustard Plaster.

How many people are there who really known how to make a mustard plaster? Not one in a hundred, at the most, per-The soil is rich, but the clearing is very hops, and yet mustard plasters are used costly, unless considered in connection in every family, and physicians prescribe with the value of the timber, where that their application, never telling anybody how to make them, for the simple reason Around Paget Sound it is generally that doctors do not know, as a rule. The hilly, and mostly covered with valuable | ordinary way is to mix the mustard with forests of yellow pine, fir, cedar, etc., water, tempering it with a little flour, but which have been built at different points | abominable. Before it has hall done its mustard for the purpose When you make a mustard plaster, then, use no water whatever, but mix the mustard with the white of an egg, and the result will it is allowed to remain upon the part. For this we have the word of an old and

ACHAWANNA HOUSE. OPPOSITE THE DEPOT, East Stroudsburg, Pa. B. J. VAN COTT, Proprietor. The BAR contains the choiest Liquors and

the TABLE is supplied with the best the market affords. Charges moderate. [may 3 1872-tf.

WATSON'S Mount Vernon House,

117 and 119 North Second St.

ABOVE ARCH,

PHILADELPHIA. May 30, 1872-1y.

EV. EDWARDA. WILSON'S (of Wil I hamshurgh, N. Y.) Recipe for CON SUMPTION and ASTHMA carefully compounded at

HOLLINSHEAD'S DRUG STORE. IT Medicines Fresh and Pure. Nov. 21. 1987] W. HOLLINSHEAD.

Private advices from Iowa report that