

THE JEFFERSONIAN.

Devoted to Politics, Literature, Agriculture, Science, Morality, and General Intelligence.

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NO. 47.

Published by Theodore Schoch.

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JOB PRINTING
OF ALL KINDS.
Executed in the highest style of the Art, and on the most reasonable terms.

WILLIAM S. REES,
Surveyor, Conveyancer and
Real Estate Agent.

Farms, Timber Lands and Town Lots
FOR SALE.
Office next door above S. Rees' news Depot
and 2d door below the Corner Store.
March 20, 1873-14.

D. R. J. LANTZ,
Surgeon and Mechanical Dentist.

Will have his office on Main Street, in the second story of Dr. S. Walton's brick building, nearly opposite the Stroudsburg House, and he flatters himself that by sixteen years constant practice and the most earnest and careful attention to all matters pertaining to his profession, that he is fully able to perform all operations in the dental line in the most careful, tasteful and skillful manner.
Special attention given to saving the Natural Teeth, and the insertion of Artificial Teeth on Rubber, Silver, or Continuous Gums, and perfect fits in all cases insisted.
Most persons know the great folly and danger of entrusting their work to the street dentist, or to those living at a distance. April 13, 1871-14.

JOHN BREWER, M. D.
PHYSICIAN AND ACCOUCHEUR.

March 26 74-14] MOUNTAIN HOME, PA.

D. R. J. H. SHULL,
PHYSICIAN AND SURGEON.

Office 1st door above Stroudsburg House,
residence 1st door above Post Office.
Office hours from 9 to 12 A. M., from 3 to 5
and 7 to 9 P. M. [May 3 73-14.]

DR. GEO. W. JACKSON
PHYSICIAN, SURGEON & ACCOUCHER.

In the old office of Dr. A. Reeves Jackson,
residence, corner of Sarah and Franklin street.
STROUDSBURG, PA.
August 8, 1872-14.

DR. H. J. PATTERSON,
OPERATING AND MECHANICAL DENTIST.

Having located in East Stroudsburg, Pa., announces that he is now prepared to insert artificial teeth in the most beautiful and life-like manner. Also, great attention given to filling and preserving the natural teeth. Teeth extracted without pain by use of Nitrous Oxide Gas. All other work incident to the profession done in the most skillful and approved style. All work attended to promptly and warranted. Charges reasonable. Patronage of the public solicited.
Office in A. W. Loder's new building, opposite Ansonmink House, East Stroudsburg, Pa. July 11, 1873-14.

DR. N. L. PECK,
Surgeon Dentist.

Announces that having just returned from Dental College, he is fully prepared to make artificial teeth in the most beautiful and life-like manner, and to fill decayed teeth according to the most improved method.
Teeth extracted without pain, when desired, by the use of Nitrous Oxide Gas, which is entirely harmless. Repairing of all kinds neatly done. All work warranted. Charges reasonable.
Office in J. G. Keller's new brick building, Main Street, Stroudsburg, Pa. Aug 31-14.

JAMES H. WALTON,
Attorney at Law.

Office in the building formerly occupied by L. M. Burson, and opposite the Stroudsburg Bank, Main street, Stroudsburg, Pa. Jan 13-14.

AMERICAN HOTEL.

The subscriber would inform the public that he has leased the house formerly kept by Jacob Knecht, in the Borough of Stroudsburg, Pa., and having repaired and refurnished the same, is prepared to entertain all who may patronize him. It is the aim of the proprietor, to furnish superior accommodations at moderate rates and will spare no pains to promote the comfort of the guests. A liberal share of public patronage solicited.
April 17, 74-14.] D. L. PISLE.

KIPLE HOUSE,
HONESDALE, PA.

Most central location of any Hotel in town.
R. W. KIPLE & SON,
Proprietors.
109 Main street,
January 9, 1873-14.

WATSON'S
Mount Vernon House,
117 and 119 North Second St.
ABOVE ARCH.

PHILADELPHIA.
The Managers meet regularly at the Secretary's Office in Stroudsburg, on the first Tuesday of each month, at 2 o'clock P. M.] May 15, 73-14.

REV. EDWARD A. WILSON'S (of Williamburgh, N. Y.) Recipe for CONSUMPTION and ASTHMA carefully compounded at
HOLLINSHEAD'S DRUG STORE.
Medicines Fresh and Pure.
Nov. 21, 1867.] W. HOLLINSHEAD.

THE MONROE COUNTY

Co-Operative Life Insurance
COMPANY.

STROUDSBURG, PENNSYLVANIA.

Limit 5,000 Members.
CHARTER PERPETUAL.

Any person of sound body and mind, of either sex, not less than fifteen nor more than sixty-five years of age, and not engaged in any occupation, exceedingly dangerous to life, may become a member of this Company, by paying an admission fee, as follows:
From 15 to 40 years of age \$3 00
" 40 to 50 " " 5 00
" 50 to 60 " " 10 00
" 60 to 65 " " 20 00
And one dollar for Policy.

No other charge will be made at any time, excepting one dollar and ten cents for each member who dies.

The advantages of this COMPANY over the ordinary Life Insurance Companies are, that the fees are so small that the man of moderate means can secure a competency at such long intervals, and such small sums, that no person can be inconvenienced by them. This company cannot fail; no panics can affect it. Persons holding certificates of membership in this Company, are sure in case of death that their families or heirs will get as many dollars as there are members in the Company.

No restrictions are placed upon traveling or residence.
Applications for insurance, or information, may be made to the Directors or Secretary, at Stroudsburg, Pa.

DIRECTORS.
R. S. Staples, H. R. Biesecker,
M. F. Coolbaugh, Wm. Fine,
Kindarus Shupp, J. H. Fetherman,
C. D. Broadhead, Peter Gruver,
E. B. Dreher.

R. S. STAPLES, Pres't.
M. A. De L. VAN HORN, Sec'y.
March 6, 1873-14.

MONROE COUNTY

Mutual Fire Insurance Company.

STROUDSBURG, PA.



CHARTER PERPETUAL.

The By-Laws of this Company, and the regulations governing insurance have, recently been very materially changed, placing it upon a basis equal to that of any Fire Insurance Company in the State.

Important among these changes are the following, viz:
Policies, instead of being perpetual, are issued for five years.
All property is classified and the rate of premium is fixed according to the risk of the property.
Premium notes are taken, and all assessments are made on the notes.
Property is insured for not more than two thirds of its actual cash value, and the full amount of insurance paid in case of loss, provided the loss be equal to the amount of insurance.

"Annual assessments" only are made, except in cases of heavy loss, and where a special assessment is necessary.

The Company is therefore prepared to insure property upon terms much more desirable than under the old system.

Applications may be made to any of the Managers, Surveyors, or Secretary.

MANAGERS.
Stogdell Stokes, Jacob Knecht,
J. Dupue LeBar, John Edinger,
Richard S. Staples, Francis Hagerman,
Silas L. Drake, Jacob Stouffer,
Chas. D. Broadhead, Theodore Schoch,
Robert Boys, Thos. W. Rhodes,
William Wallace.

STOGDELL STOKES, Pres't.
E. B. DREHER, Secretary and Treasurer.

SURVEYORS.
For Monroe County:
Silas L. Drake, Thos. W. Rhodes,
William Gilbert, J. Dupue LeBar,
Geo. G. Shaffer, Jacob Stouffer.

For Wayne County:
F. A. Oppelt, Jos. L. Miller.

For Pike County:
Samuel Detrick.

For Northampton County:
Richard Camden.

For Carbon County:
Samuel Ziegenfus.

The Managers meet regularly at the Secretary's Office in Stroudsburg, on the first Tuesday of each month, at 2 o'clock P. M.] May 15, 73-14.

CAN YOU TELL WHY IT IS that when any one comes to Stroudsburg to buy Furniture, they always inquire for McCarty's Furniture Store? [Scot. 26

JOB PRINTING, of all kinds neatly executed at this office.

THE WARREN RAILROAD.

Its History and Connections.
[From the Belvidere (N. J.) Apollo.]

At a meeting of the stockholders of the Warren Railroad Company, held at the office of the Secretary, J. G. Shipman, Esq., in Belvidere, March 4, 1874, the following named gentlemen were elected directors for the ensuing year: Hon. John I. Blair, J. G. Shipman, S. T. Seranton, Dr. S. S. Clark, D. C. Blair, all of New Jersey; and Samuel Sloan, Moses Taylor, William E. Dodge, and John Brislin, of New York city.

Subsequently, at a meeting of the board, the following officers were elected: President, John I. Blair; Vice President, Samuel Sloan; Secretary, J. G. Shipman; Treasurer, C. E. Vail; Assistant Secretary, F. P. Chambers; Assistant Treasurer, A. J. Odell.

After the business was finished the directors partook of a sumptuous dinner, provided by Mrs. J. G. Shipman.

To the writer, a spectator of the scene, the occasion was a memorable one, it being the twenty-first anniversary of the organization of the company, and the road consequently attaining its majority on that day. That day also closed the twenty-first year of Mr. Blair's presidency. It is not strange, therefore, that many of the events connected with the

ORGANIZATION OF THE ROAD,

which, for shrewdness of conception, and rapidity and success in execution, surpassed perhaps those of any other ever organized in this state, should have been recalled. Books of subscription were opened by the commissioners; the requisite amount of stock subscribed for; directors and officers chosen; and the survey of the route adopted, and the President instructed to file it in the office of the Secretary of State; full power delegated to the President to construct the road and to make contracts or leases for connecting with other roads, and the right of way through important gaps secured—all within the space of two hours on that eventful day.

The next day but one, Mr. Blair, arrived in Trenton by the train passing through Newark at 8 o'clock A. M., and filed his survey about one hour in advance of the agents of the Morris & Essex road, who came by the 9 o'clock A. M. train from Newark. The succeeding day saw him on the Delaware securing the passes. One day later came to the same place, several engineers and agents of the Morris & Essex Company on the same errand. The former had already secured all the passes below the Water Gap. The latter struck for those in and above the gap on the New Jersey side, and paid exorbitant prices for farms, right of way, and two, supposed to be essential, river crossings in this they thought they had circumvented the Warren road; but their vigilant competitor caused the Delaware, Lackawanna & Western Railroad to be constructed through the gap on the Pennsylvania side, and crossing the river several miles below cut them off with their high priced passes and crossings on their hands. This was followed by an injunction against

on account of alleged frauds in organizing, filing survey occupying grounds and other points. The Chancellor having decided all in favor of the Warren road, the case was carried up to the Court of Errors, where his decision was unanimously affirmed.

The next contest was in the legislature of New Jersey. The Warren road, desiring to make a slight change of line to reduce the grade, thereby lengthening the Van Ness Gap tunnel, the Morris & Essex as usual opposed, and on the first attempt defeated the effort. Hon. Wm. Wright, then president of the latter company, and a member of the United States Senate, left his seat in Washington and attended the legislature during nearly the entire session, with all the lobby force at his command. The next winter, however, the bill passed the house against the same opposition, nearly unanimously. This bill, trifling as it was in itself, was one of the most severely contested measures that ever passed the legislature. It was the last of a long series of contests of various kinds between these rival organizations, and it was no doubt a source of chagrin to the Morris & Essex people, many of whom were influential politicians, that they should be beaten all the way through by a comparatively single handed opponent. It was argued before committees, and heard by counsel before the House—Asa Whitehead and Judge Whelple appearing for the Morris & Essex, J. G. Shipman and F. T. Frelinghuysen for the Warren Company.

RETROSPECTIVE.

How suggestive is the review of these twenty one years. Senator Wright, both of his counsel, and nearly all of the directors and active men of his company, of that day have passed away. On the part of the Warren road, the commissioners and nearly all who took an active part in the organization are dead. The exceptions and Mr. Blair, his brother James, now of Seranton, Pa., J. G. Shipman, Col. Chas. Seranton, and John W. Wyckoff, Treasurer. The Warren road and its associate in interest, the Delaware, Lackawanna & Western Railroad now own the Morris & Essex road, which having been double tracked and improved as to grades and curves, and almost entirely rebuilt at our expense, including branches of million of dollars, is doing a

business such as was never dreamed of by its projectors. It is a part of a chain of roads nearly seven hundred miles long, operated by one company, and reaching from New York city to Lake Ontario, with branches to various points in New York and Pennsylvania, the combined capital and cost of which is probably one hundred millions of dollars, and transporting altogether nearly three millions of tons of coal every year. The Warren road was on account of its geographical position, an important link in the great chain, and so intimately was it connected with the large enterprise in which its projectors had long been engaged that without its construction their plans could not have been crowned with complete success. On the first day of October, 1846, in the wilderness of Pennsylvania, at a place then called

SLOCUM HOLLOW,

afterwards known as Harrison, and subsequently, when containing a dozen or twenty houses, named Seranton, the site of the present flourishing city of that name, was organized by the Lackawanna Coal & Iron Company; the foundations of their first miles having been laid over twenty seven years ago. The proprietors at that time were Col. George W. Seranton, Joseph H. Seranton, Selden T. Seranton, John I. Blair, Wm. E. Dodge, Anson G. Phelps, Roswell Sprague, L. L. Sturges, Deter & Miller, and George Buckley. From that day when these men of strength laid the foundation of Seranton and set in operation the furnaces and railroad mills there, until now, they have continued to be among the largest and most successful works of their kind in the country; and what was then an obscure and unknown village, has become

THE THIRD CITY OF PENNSYLVANIA,

with a population of fifty thousand souls. The same company bought and rebuilt the road from Omega to Ithaca, and opened it for business on the 18th of December, 1849. In 1850-51 they built the road from Seranton to Great Bend, then called the Legget's Gap Railroad, which was opened for business in October, 1851, thus securing by means of their New York and Erie connection, an outlet for their coal and iron.

In the fall of 1852, Mr. Blair and Col. Seranton had a conference of several days' length at Seranton, during which a plan was formed to separate the Legget's Gap, or western division of their road, from the Iron Company and consolidate the former with a new company to be organized and which was to construct a road to the Delaware river. The latter was first called the Cobb's Gap Railroad. At the suggestion of Mr. Blair, the appropriate and characteristic designation of the Delaware, Lackawanna & Western Railroad was given to the consolidated road. The proposed plan being acceptable to all parties, it was arranged that

should attend at Harrisburg and secure the necessary legislation, while Mr. Blair should locate the road, procure the right of way and have all things in readiness for the opening of work in the spring; all of which was done. Books were opened, the necessary amount of stock subscribed for, and building of the road put under contract and driven with the energy characteristic of the parties, so that the entire line, including the Western road with its Delaware river bridge, the Vass Gap tunnel, and the temporary track through the Van Ness Gap, was opened for business on the 16th of May, 1856.

In this last work they received the assistance of many of the strong men of New York, among the most efficient of whom was Moses Taylor, who took and has retained a large interest in the various enterprises of the different companies. Col. George W. Seranton came to Belvidere from Connecticut over forty years ago, when almost a boy. He was a good and great man, retaining the respect and esteem of all who knew him throughout a long and active career, and whose death was universally and deeply lamented. His brother, Selden T. Seranton, came to Belvidere in 1833 or 1834, and obtained a situation as clerk for Mr. Henry, then operating the old Oxford furnace, which had been worked before the revolution. Soon after, when Mr. Henry left the furnace, Mr. Blair assisted the brothers Seranton to rent it. Circumstances afterward made it necessary for both of them to go to Slocum Hollow—now Seranton. Several years later they bought

THE PROPERTY AT OXFORD.

to which Selden returned and has since erected furnaces and iron mills now in operation there. At the present time the property there, including the mines, furnaces and mills, are the most valuable iron works in the state; and Selden T. Seranton and his company have done more to develop the iron interest in Warren county than any other men of the present generation.

Mr. Seranton, Mr. Blair and William E. Dodge alone remain of all those connected with the Slocum Hollow works of 1846, as directors; the latter two are the only ones living who have been directors in all the associated railroad, iron, and coal companies from their organization until now.

Mr. Selden T. Seranton was the first president of the Lackawanna, Iron & Coal Company. On his return to New Jersey his cousin, Joseph H. Seranton, Esq., now deceased, was elected to the presidency.

He was a very worthy man of unquestionable integrity, with intelligent and comprehensive views, as well as a successful manager of the business of the business of his company. It may be well to say here that in the subscriptions to the

DELAWARE, LACKAWANNA & WESTERN RAILROAD.

no provision was made for the Warren road, which, originally was to have been built and operated to the Delaware river by the Central Railroad of New Jersey. And when, owing to its estimated enormous cost, together with the stringency of the money market, the latter company declined the undertaking, it seems for a while to involve the suspension of the enterprises in Pennsylvania. At this juncture the matter of negotiation with the New Jersey Company was referred by the Delaware, Lackawanna & Western Company and the Warren Railroad Company to Mr. Blair as president of the latter. He negotiated a contract with J. T. Johnson, Esq., president of the Central road, which was executed by them on the part of their respective companies, and which, being submitted to the Delaware, Lackawanna & Western Company by Mr. Blair, was immediately and unanimously approved. Under this contract Mr. Blair assumed for himself and his friends the entire expense of building the road from the Delaware river to its junction with the Central road at New Hampton.

This short road is one of the most expensive, if not the most so, in proportion to its length in this country, having besides its bridges and embankments, two tunnels together equivalent in length to one and a half miles of single track.

THE VASS GAP,

or Manunda Chunk tunnel was the first railroad tunnel completed in this state. On the keystone of the arch at the west end of the principal, or Van Ness Gap tunnel are engraved the names of John I. Blair, President, and James Archibald, Chief Engineer of the company; the latter now dead, was a man eminent in his profession and a truly exemplary and good man. The above is believed to contain an accurate statement of events connected with the lives of men whose acts belong to the history of the country.

The exports from the port of New York, exclusive of specie, for the week ending March 24, amounted to \$5,413,034, against \$5,269,047 for the corresponding week in 1873, and \$3,120,757 for that of 1872. The total value of the exports from the first of January to that date, was \$62,914,982, against \$59,026,699 for the corresponding period of 1873, and \$48,937,989 for the year before. The customs receipts for the week ending that date were as follows: New York, \$2,508,654 80; Boston, \$291,085 80; Baltimore, \$198,635 88; and Philadelphia, \$186,159 75.

A correspondent of the Field says: "One day I noticed a flock of eleven pure Creve Coeur chickens, very bad with what is called gapes. I remarked to the man who had them in charge that he would not have many chickens out of that lot 'Oh, never mind,' said he, 'I have got a cure for them from a neighboring woman, which is a common half penny tallow candle melted and mixed into a quart of oatmeal stir about.' The remedy was resorted to, and the Creve Coeurs have every one recovered and grown into finely developed chickens. I have since tried this cure with invariable success on Brahmas, Dorkings, &c."

Those who have passed over the Erie road could hardly fail to observe the Chester meadows or flats on the Eastern Division, between Goshen and Turner's, or to see how rich they are and productive and in what a high state of cultivation. They raise onions there, and last season there were shipped over the road 124,627 bushels of these popular vegetables, amounting in money value to \$187,258. That is better even than keeping cows.

Mr. Reed, a Pittsburg lawyer, is to be the U. S. District attorney for the Western District of this State, instead of Mr. McCormick, whose appointment was agreed upon. After Mr. McCormick was named a good deal of opposition developed against him. He will remain Speaker of the House of Representatives at Harrisburg.

A Chicago paper says: "The little State of Delaware has the honor of growing about all the peanuts that are grown in the United States." "The Louisville Courier Journal" replies: "It all covered all over with dark hair eighth of an inch long, and if nothing happens, bids fair to be one of the greatest curiosities of the age."

In a country town in Illinois, a few evenings since, at a panorama of the Bible, a little eight-year old boy wrapped in admiration at the scene until the picture of Jacob and Rebecca at the well appeared, when he looked up and said: "Pa, do you see that picture? I'll just bet five dollars they're Gsangers."

Henry T. Darlington, editor and publisher of the Bucks County Intelligencer, has been appointed by Governor Hartman one of the trustees of the State Lunatic Asylum. Mr. Darlington is a gentleman of excellent character and record, and a Republican in principle. He will undoubtedly discharge the duties of his position with fidelity.

A fat kitchen makes a lean will.

An Ohio man has lived five years on a quart of milk per day.

A nine-year-old boy at Mt. Carbon Pa. weighs 100 pounds.

The amount of wool annually raised throughout the world is about 1,512,000,000 pounds.

A man advertised in a New York paper for a barkeeper who must be recommended by his pastor.

Out in Indiana, last week, a man named Gale married a woman named Breeze. Look out for squalls.

A young lady bearing the name of Trotter is a candidate for office in Illinois. She ought to run ahead of her ticket.

No man is safe these times. A convict at Sing Sing has had notice of a breach of promise case served on him.

It is affirmed that fifty millions of greenbacks are hid away in cabins in safe places and buried in the ground in the South.

The Masonic fraternity in the United States numbers 700,000 members, including, it is said, 20,000 ministers of the gospel.

There are eight hundred thousand life insurance policy holders in this country, the amount they are insured for being equal to the national debt.

While this country enjoyed a winter of unusual mildness, Europe was pined with specially severe frosts, more particularly in "sunny Italy."

It is estimated that the losses to crops in the State of Mississippi, on account of the ravages of stock running at large, is not less than five million dollars.

The population of New Orleans has fallen off in two years thirty thousand, and there are no less than six thousand houses and stores at present unoccupied.

The total crop of currants growing in the Morea and neighboring islands last year was 71,849 tons; of which about 5,700 tons were shipped to the United States.

Philadelphia has four establishments devoted to the production of linseed oil, giving employment to one hundred and three men, and annually producing \$700,000 worth of oil and cake.

The public debt was reduced \$2,189,338 during the month of March. It is now \$2,153,690,728. The Legal tender notes outstanding amount to \$32,076,836, and fractional currency, \$49,102,560.

Somebody in Mississippi claims to own the city of Richmond—Mrs. Gaines owns New Orleans—and it is generally believed that Pluto has a first mortgage on the Democratic party.

Cambridge's victory in the University boat race last Saturday, makes this college the victor for five successive years. Since 1869, however, Oxford has won seventeen races to seven by Cambridge.

The last match in the box generally fails to burn; so he who walks in the dark all his life, and strikes for light only on his death bed, is in danger of awakening naught but a strong odor of brimstone.

Quite a change. Passengers to the Pacific by rail breakfast in the Sierras with twenty feet of snow around them; four hours later they find wheat four inches high, and the next day see pear and peach trees in full blossom.

The remains of Dr. Livingstone, the great missionary and explorer, left Aden, Africa, on the 23d ult., on board the steamship Malwa for England. The body was preserved in salt and incased in a coffin of lead.

Hon. Galusha A. Grow, late member of Congress, from Susquehanna county, and more recently a railroad builder in Texas, is erecting a fine mansion for his own use in Binghamton, N. Y. Galusha either has or is going to renounce his bachelorhood, we opine, by this movement.

There is a "hairy child" in Wythe county, Virginia. The local paper says: "The child at this writing is about four weeks old, is in a healthy condition, is perfectly formed in every respect. It is covered all over with dark hair eighth of an inch long, and if nothing happens, bids fair to be one of the greatest curiosities of the age."

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The fat men of Philadelphia had a ball in the Academy of Music on Tuesday March 31. The floors of the building were propped up with heavy supports to prevent them from breaking down under the unaccustomed weight. The committee of arrangements weighed 4,000. The champion fat man in attendance was H. D. Bush, who weighed 420 pounds.

The United States now stands at the head of the list of wool-producing countries, her annual product being 177,000,000 pounds. England comes second, with 150,000,000 pounds, and La Plata third, with 138,070,000.