

THE SUGGESTED ERIE SHORT CUT.

Twenty Miles Distance Could Be Saved—Why the Erie Was Kept Out of Wayne—Why the Jefferson Charter Was Secured.

The recent visits of prominent Erie people to Honesdale, with some hints as to their object, leads considerable interest to the revival of current talk of a short cut being pushed through Wayne county, with a view to materially lessening the distance between New York and the west, and of course effecting a corresponding decrease in schedule time on the main line.

That this project was very seriously considered when the Erie railway was first built, and has been proved feasible by careful surveys from time to time subsequently made by the Del. & Hud. Co., and other parties interested, and the reasons why all plans in this direction have thus far failed of realization, are set forth in the following history of the movement from the outset.

In 1832 the Legislature of New York granted a charter to the N. Y. & Erie Railroad Company with authority to construct a railroad from the city of New York through the southern tier of the counties of the State to Lake Erie.

In 1841 the Legislature of Pennsylvania authorized the company to construct the road through a portion of Susquehanna county. In 1844, the company, finding it impracticable to build their road on the New York side of the Delaware river without interfering with the works of the Del. & Hud. canal, proposed asking permission of the Legislature of Pennsylvania of 1845 to come into this state and construct their road on the western bank of the Delaware river in Pike county.

The people of Wayne county, knowing that the Susquehanna river could be reached by a better and shorter route by following up the Lackawaxen river, and so passing through this county, called a series of meetings at various places in the county to take measures to induce the Erie company to come through Wayne county.

For reasons, not then understood, the Del. & Hud. Canal Co., opposed the movement. They sent their friends and employees to the various meetings that had been called, and by them every plan that was proposed was voted down, thus giving the meeting an appearance of hostility to the measure.

The Erie Company submitted their proposition to the Legislature of Pennsylvania, which assembled in January, 1845, and asked permission to build their road through a portion of Pike county. William H. Dimmick (the elder) who was the attorney of the Del. & Hud. Co., was then in the Senate, and through his influence the application of the Erie Company was rejected.

F. H. Penniman and C. S. Minor had attended the meeting called at Prompton to favor the application of the Erie Company, and when their application was rejected by the Legislature, Mr. Minor said to Mr. Penniman that if the Erie people wished to come into Pennsylvania and would come through Wayne county, they should have the authority necessary to build the road.

The next year the application of the Erie road was renewed, and although William H. Dimmick was still in the Senate he allowed the bill to pass without any opposition, and the Erie company received authority to build their road through a portion of Pike county. Mr. Minor was still determined to obtain from the State the authority to build the road through Wayne county, but Mr. Dimmick was still in the Legislature and no suitable opportunity seemed to present itself till Calvelly Freeman, of Mount Pleasant, was elected representative.

Then Mr. Minor drew up the charter for the Jefferson road. In order to carry the bill through the Legislature, and thus avoid all opposition, he called it the "Jefferson" road, taking his idea from the Washington Coal Company, which had just been chartered. He believed that if the people of this section saw a notice of the bill they would think it appertained to Jefferson county, while if the people of Jefferson county noticed it they would see that it was nothing that affected them. This shrewd scheme of the brilliant young lawyer, now, with all others associated with him in the movement, long since dead, was communicated personally to the writer by Mr. Minor. The bill passed without attracting any attention.

After the charter was drawn up Mr. Minor delivered it to Mr. Penniman, who sent it to his brother, Hon. Edward Penniman, then a member of the Legislature from Philadelphia. He put the bill in charge of Calvelly Freeman, the representative from Wayne county, who attended to its passage through the House and Senate.

that company might still be hostile to the measure, Mr. Wheeler was not informed of the bill or the use made of his name. After the act had passed the legislature Mr. Freeman wrote to Mr. Wheeler that the Jefferson railroad bill had passed, and that the tax must be paid. Mr. Wheeler, knowing nothing of what had been done, called on Mr. Penniman, who, being then the editor of this paper under its original name, he naturally supposed would understand what had been done in the Legislature. Mr. Penniman explained the business to him and found him friendly to the measure.

It now became necessary to raise the money for the tax. As there was some doubt as to whether or not the charter was worth what it would cost, Mr. Penniman and Mr. Minor on consultation agreed to lay the whole matter before Judge Thomas H. R. Tracy, one of the local officers of the Del. & Hud. Canal Co. For this purpose Mr. Penniman called on Judge Tracy, and after stating what had been done, asked whether it was advisable to pay the tax.

"By all means," said Judge Tracy, "and if the amount of the tax is any consideration, we will pay it, for we shall have occasion to use the road to send off coal. The coal business is changing; formerly consumers were content to buy six months' supply in the fall, but since other companies are running off coal all winter, consumers buy from month to month. We must adopt our business to this changed condition. We were never opposed to a railroad. When the Erie road proposed in 1844 to come into the State we were afraid the idea would go forth that would put up the price of coal lands; we wanted one year to buy coal lands; we fought off the measure the first year; we had one year to buy coal lands, and withdrew all opposition. We are now in favor of the road. Mr. Tracy paid the tax for the Del. & Hud. Canal Company as he proposed, and from that time the D. & H. Co. were heartily friendly to the enterprise. The Act of incorporation passed April 23, 1851.

Soon after obtaining the charter Messrs. Penniman, Minor and Smith employed Edward Weston to make a survey of the route from Honesdale to Susquehanna. He made a written report setting forth that he had found a grade exceeding fifty feet to the mile; that the distance saved between Lackawaxen and Susquehanna depended somewhat upon the route taken, but was not less than twenty miles.

The report was sent to the President of the Erie road. In 1849 the road had been opened up the Delaware and on to Owego. Soon after getting Mr. Weston's report the Erie company sent on engineers to take the elevation from Susquehanna up to the Summit in Wayne county, and found that Weston's report was correct.

Hearing nothing more from the Erie company, Messrs. Penniman and Minor called upon the President of the Erie road to ascertain from him whether the advantages of this route did not offer sufficient inducement for the Erie company to build the road. The president replied that if his company could have gone through Wayne county originally it would have been greatly to their advantage; but their road was now built along the Delaware and they had no money then to build another through Wayne county. At some time in the future, it would probably be desirable to build a road on that route.

Nothing more was done till 1863. Meanwhile the Pennsylvania Coal Company had built a road from Hawley to Lackawaxen, there connecting with the Erie. The people of Honesdale felt the necessity of a continuation of the road to this place. March 18, 1863, the Jefferson charter was revived; the necessary stock was subscribed; a company was organized and a contract was subsequently made with John Genty, but it was not until June 23, 1868, that locomotives passed over the road, and July 13 the passenger trains commenced running regularly. It was originally contemplated that the Jefferson road would run up the Dyberry to the summit, near Tallmansville, then follow the Starrucca creek down to Lanesboro and there connect with the Erie road.

The Act of 1863 reviving the charter authorizes the construction of a branch not to exceed twenty miles in length. The branch contemplated was to run from the headwaters of the Lackawanna, in Wayne county, down to Carbondale. As, however, the point of connection with the main line was not definitely determined, the act of April 9th, 1864, authorizes the extension of the branch to a greater distance—not, however, exceeding ten miles additional.

As the road now runs from the Erie railroad to Carbondale, that portion from the connection at Lanesboro to Starrucca is on the main line, and that from Carbondale to Starrucca is on the branch.

In 1869 the work of construction was commenced from Carbondale to Lanesboro. The work was to be under the direction and contract of the Jefferson Company, but the money was to be furnished by the Del. & Hud. Company, while the road was to be run by the Erie. A contract was made with Fonda for its construction. C. A. Minor, one of the directors of the Jefferson road, was appointed land agent, to secure the right of way.

When Mr. Minor went on the road he found that the engineers had laid the road on the proposed route up to Stillwater, and from that point the engineers had left the Lackawanna, devolving to the west, and were steering for Ararat summit. Mr. Minor ordered them to stop, and follow the Lackawanna into Wayne county. The engineers said that they were employed by Fonda and were working under his direction. Mr. Minor returned to Honesdale, and called a meeting of the Jefferson directors who sent positive orders to Fonda to change his course and adhere to the contemplated route. It appears that he owned land on the route he was running, and was determined to go through his land.

When the orders from the directors reached Fonda, Thomas Dickson, then President of the Del. & Hud. Canal Co. through whose hands the construction money passed, interfered, and urged that Fonda should be left to his own course. It appears that Fonda was an intimate friend of President Dickson.

The Jefferson directors urged that they wanted the road constructed into Wayne county, so that the connection could be more easily made with the Honesdale road. Mr. Dickson replied: "That connection will be made any way—let Fonda go on!" So Fonda went on, encountering the first sink-hole this side of the summit; then Ararat Mountain, which he cut through at great expense, then running three miles to get down to Thompson Center, which was only three-quarters of a mile from the summit; next encountering the deep cut this side of Starrucca village, over which a long bridge was constructed 100 feet high, and finally getting down to the Susquehanna connection on a grade as steep as to require two locomotives to draw up an empty train of cars.

All of these difficulties would have been avoided if the road had been built as the Jefferson directors contemplated, and then a connection with Honesdale would have been short and easy.

Until the road reached this stage the whole was under the control of the Del. & Hud. Canal Co. It was finally arranged that the road should pass into the hands of the Erie company, which was to pay in transportation the Del. & Hudson company for the advances. Accordingly all of the stock of the Jefferson Company was sold to the Erie road. At the time of the sale, however, the Erie Company entered into a contract to put the road up to Honesdale and to build a proper depot. But as the Jefferson franchise immediately passed into their hands they doubtless considered it as a contract under with themselves which they were at liberty to keep or not as they see fit.

When the Jefferson road was opened up to Honesdale the Erie road was under the management of Jay Gould. Mr. Gould was well acquainted with this county and understood the good advantages to the Erie road to be gained by running through Wayne county. He sent a company of engineers under Van Frank who made a careful and elaborate survey from Honesdale up the Dyberry to the summit and down the Starrucca to the junction with the Erie at Lanesboro.

In making the survey Mr. Van Frank consulted mainly with the late Judge C. P. Waller and C. S. Minor. While they were making the map of the road as surveyed, Mr. Minor asked Mr. Van Frank about the goods. The latter said that the heaviest grade between Lanesboro and Honesdale was in getting up the Starrucca to the summit; and that he there encountered a grade of sixty feet to the mile. Mr. Minor said to him "we must have found a lower pass at the summit than you did, for in our survey, (the Weston) we reached the summit on a grade fifty feet to the mile." "No," said Mr. Van Frank, "I passed the summit where you did; but sixty feet to the mile is not an objectionable grade, and I straightened and shortened the route of your survey."

After Mr. Van Frank had returned his survey with the map to the Erie office, Mr. Gould, in a conference with the late Col. F. Young, said that if the people of Wayne county would raise \$40,000, or do what was equivalent to that in procuring the right of way, he would, as soon as spring opened commence operations and push the road through to the Erie road. Mr. Young reported the proposition and offered to give the right of way through all of his lands, now the Rieffer property. C. P. Tallman agreed to procure the right of way or releases through the section where he lived. The equivalent for the \$40,000 could readily have been furnished, but before spring opened Mr. Gould had been removed from the presidency of the Erie road, and the project ended.

Swarming and Superseding.

Nearly every swarm I have had this year could be traced directly to a falling queen, says a writer in Bee Culture. It does not pay the beekeeper who expects to control swarming to allow the bees to do their own superseding. Too often they will select the beginning of a honeyflow as the time for this. The result is a swarm, although the colony may be in poor condition to swarm. Very often the old queen never amounts to anything afterwards, and somehow it often happens that they do not try again to supersede her.

THIS MAN BOASTS 256 DESCENDANTS

They Are All Living and Moses Russell Sends Complete List to Former Pres. Roosevelt

IS WORLD'S RECORD, HE SAYS

Patriarch of Adirondacks Lives at Moira, N. Y., with His Generations Gathered about Him—Believed to Be this Country's Largest Family.

Malone, N. Y.—A patriarch of modern days is reported from the town of Moira, a resident of which announces, with no little pride, that he has just counted up and finds that he has 256 living descendants—13 children, 99 grandchildren, 139 great-grandchildren and 5 great-great-grandchildren. This father of many living generations is Moses Russell, who was born in St. Roch, Canada, and came to Franklin county in 1837. He lived at various times in North Bangor, Potsdam, Parishville and Colton. Forty-five years ago he settled in Moira. He was married sixty-nine years ago to Rosa Larocque, to whom were born five children, three of whom are living. After the death of his wife, Russell married Mary Barlow, to whom were born ten children, all of whom are now living within a mile of the old home.

For several weeks the Russells have been gathering data on the numerical strength of the family and they have forwarded to former President Roosevelt, in the belief that he will be interested, the following list of children, together with their living descendants:

Children.	Grand-children.	Great-grand-children.
Moses, Jr. 4	8	8
Amelia 9	29	29
Carrie 11	28	28
Danford 11	15	15
Addie 4	21	21
Elizabeth 0	0	0
Ellen 10	9	9
Melinda 11	17	17
Levi 10	12	12
Eli 6	6	6
George 10	4	4
Ephraim 5	0	0
William 8	0	0

There are five great-great-grandchildren, descendants of Amelia. Moses Russell believes he has the largest family in the country.

TOOTH BRUSHES FOR COWS.

Hygiene Craze Spreads Into All Walks of Life.

Paris, France.—France has the hygiene craze very severely; it is carried so far as insisted on the necessity of tooth brushes for milk cows, because their mouths are "veritable hotbeds of microbes."

Fashionable hygienists have already prohibited tea, coffee and chocolate on the ground that they encourage gout. They now declare that pure and harmless milk hardly exists at all. Even if the cow is not suffering from tuberculosis, its milk has been contaminated by the hands of a milkmaid.

Professor Metchnikoff has now a large following of French people who refuse to eat fruit unless it has been cooked or washed in sterilized water. Cold water is only considered safe after having been boiled two or three times, and even bathing water should be boiled.

Servants who wait at table, say the hygiene cranks should wear gloves which are boiled after each meal and dried by hot air, in order to avoid all risk of contamination of the food, and they should, after washing their hands with soap and boiled water, cleanse them in alcohol.

If hygiene is to be regarded, all animals—even the canary—must be banished from the house. They are capable of communicating contagious diseases.

PSYCHOLOGY OF CLEAN SHIRTS.

First Inclination to Send Linen to Laundry Must Be Fanned.

Chicago, Ill.—In sending a shirt to a laundry and repeating the performance a man goes through varied psychological states, according to A. F. Sheldon, of Libertyville, Ill., in a communication to the annual convention of laundrymen in session here.

"First he feels an interest in sending his shirt to be laundered," says Mr. Sheldon. "But before he actually does the deed his mind must be built up to the intensity of desire." This, it is explained, is the work of the boy who solicits trade. "The desire must blaze up until it melts the will." Mr. Sheldon continues, "It is not until the will is touched that the decision is really made to have the work done." This is also said to be the business of the boy.

Plant that Prevents Mosquitoes.

Washington, D. C.—Consul Gen. Guenther, at Frankfort, reports that the Director of Fisheries at Bleibach, after experiments covering fourteen years, has found that the most reliable safeguard against mosquitoes in stagnant waters is the growing of the various kinds of the semi-tropical plant arzoila. The plant covers the water with a layer of about 2.362 inches, which suffocates all the mosquito larvae below and prevents the living insects from depositing their eggs in the water.

TELL BREAD MAKING SECRETS

Bakers, Trying to Abolish Night Work, Explain Their Methods.

Members of the Journeymen Bakers and Confectioners' International Union recently officially gave away a few secrets in bread making in arguments for the abolition of night work. One bread maker said:

"Our first bread comes out about 9.30 o'clock in the morning. Then the wagon takes the bread out for dinner. Of course, this bread is not real warm when it goes into the wagon. It is not the best thing to put warm bread in the wagon, as it is liable to get mashed, but the bread that first has been baked that day can be used for shipping in the afternoon. The bread coming along then up until 4 or 5 o'clock is put in boxes, and in the morning it is just as fresh as anybody wants. When the load is not so heavy in the morning the wagons come back, load up again and go out. We find it has been a saving of horses and wagons."

"I had day work in my shop right along," said Fred Shell, a Detroit baker, "and in order to accommodate a few customers who wanted warm bread in the morning I put a man on at night. Then we had warm bread in the morning and all day. But the trade has dropped. I don't see the customers come in and ask for a dozen rolls each day. I have done less business. This week I have gone back to day work, and I think the customers will come back."—New York Press.

Some Brief Proper Names.

In the Zuyder Zee there is a bay called Y; and Amsterdam has the river Y; while, strange to say, in quite another part of the earth, in China, the same brief name is given to a town.

Elsewhere in the Flowery Kingdom, in the province of Honan, there is a city called U; and in France there is a river, and in Sweden a town, rejoicing in the name of A.

Proper names of this brief nature are not, however, monopolized by places; instances are on record where individuals have been similarly named. Some years ago there was a shop kept on the Rue de Louvan, Brussels, by Theresa O, and there is a Madame O in Paris who is well known as the proprietor of a popular cafe.

An amusing incident is recounted in connection with the impressment into the military service of the son of this Madame O. The young man could not write, and so signed his name on the military papers with a cross, it oft occurring to him nor to any of the officials how easily he could have written his name.

New York's Guests.

The transient hotel population of New York is figured at 250,000 people a day. The hotel properties are valued at over \$80,000,000.

SKETCHES A PICKPOCKET

New York Artist Sends Drawing to Police Commissioner Bingham and Crook Gets Eight Years.

New York City.—An artist who has refused to make his identity public, a few weeks ago saw a pickpocket at work on a Hoboken ferryboat. He quickly sketched the man on a postal card and mailed it to Police Commissioner Bingham. William Springer, an Englishman, was arrested on the strength of the postal card sketch, and he was sentenced to eight years in Sing Sing for stealing a diamond ring and \$55 from Jacob Schneider of No. 517 West 162d street.

Schneider's pockets were picked when he was a passenger in a street car in the Bronx on February 7 last. He gave to the police a description of the man he suspected of the crime, and a few days afterward Bingham received the postal card. The sketch on the card fitted the description given by Schneider. Detectives were sent out and they found Springer in a street car. He denied he was a thief, but Schneider afterward picked him out of a long line of men. On the postal card the artist wrote he had seen the original of his sketch attempting to pick pockets on the ferryboat. Springer was convicted, a jury returning a verdict after two minutes' deliberation. He denied that he had a police record in England. His photograph and thumb prints were sent to Scotland Yard, and yesterday came the reply that Springer had served fourteen short terms in English prisons for picking pockets and "other roguery." The Scotland Yard report was read to Springer, and he said:

"Yes, I am the man."

He was taken without delay before Judge O'Sullivan, in the Court of Special Sessions, to receive sentence. He said he had escaped long sentences in England by pleading guilty before Magistrates whose powers of sentencing are limited. Judge O'Sullivan described him as a "dangerous crook" and imposed sentence.

Kansas Awake.
Kansas is now planning the organization of a Special Court System for the enforcement of the state prohibitory law. It is expected to have a new court created in each of the 105 counties of the state, which will have nothing to do except to see to the enforcement of the prohibitory law and look after the juvenile court business.

Olive Pickers' Wages.
Olive pickers in Italy get from about 9 to 16 cents a day; usually, however, they pick on shares.

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