

keys burned up all the stray barrels and boxes that night in her honor! John Gordon retired from being the host of "The Village Tavern," and David Bigelow and Mrs. Martha Bigelow took his place, and for twenty years dispensed its hospitalities; after which period, round in purse and person, they gave way in turn. John Gordon lived many years after, undisturbed in the wealth that by legal right belonged to Letty. Philip Conger was not rich, but fortune prospered with him and he grew so.

On the night of Martha's arrest, with the instinct of love, he knew that something was being plotted by John Gordon, without knowing what, and believed it to be a scheme to remove Letty. Watching, he saw old Brown drive to the door with his cart. He stole noiselessly to the back of the house. He heard Martha summoned to the parlor. There was no time to lose. He knew every step of the house, and in a moment was beside Letty. There was no time for preparation, for thought. While the two men were accusing Martha in the parlor, the lovers were flying through the garden, and ignorant of all that occurred, until David Bigelow, by never ceasing search, found them and told the story.

I hope that it is not taking away the romance of my tale to tell that Letty Gordon and Martha Field that were, are both grandmothers, comely and handsome at that.

The Elk County Advocate.



THURSDAY, JULY 5, 1866.

JOHN G. HALL, EDITOR & PROPRIETOR.
J. F. MOORE, PUBLISHER.

FOR GOVERNOR,
HESTER CLYMER,
OF BERKS COUNTY.

CARD.—The programme for the future publication of this paper, published in last week's issue in a notice at the head of the editorial column, was unauthorized and will not be followed. As proprietor, I am responsible for what ever appears in these columns, editorially, but am not to be held as adopting the sentiments of articles selected from other papers or communicated, and so marked. The local column will be under the control of Mr. J. F. Moore.

It is due to Mr. Moore to say, that business engagements have prevented me from giving him any aid in the conduct of the paper for some time past, and the credit of its management is entirely due to him.

JOHN G. HALL.

Correspondence for the Advocate.

Mr. Editor:—Philomath's cubical pit 15,782 miles on a side is too small to hold 1,000,000,000,000,000,000,000,000 pigeons by nearly eighty-five hundredths of a mile. A very small portion of so large a pit would make a good deal—but if the 770 pigeons already thrown off were to be placed on the side of so large a pit they would amount to the smallest scratch that could possibly be made. If Philomath will reduce 15,782 inches, to inches cube the number of inches and subtract that cube from the number of pigeons given in the question—he will find an awful sight of pigeons left that should be profitably disposed of. Now I would propose letting Sumner and Stevens have them at one cent per dozen to feed colored gentlemen and loan the amount at six per cent for the interest to be appropriated towards paying the National Debt. For what length of time should that sum be loaned, so that the interest would pay the debt, allowing the debt to be seven billion of dollars, and how long would the pigeons last? Four million of those gentlemen, allowing each gentleman to consume two dozen pigeons per day, which would be a generous allowance with a liberal supply of vegetable food. Will any one answer?
H. W.

HISTORY OF ELK COUNTY.

By a Northwestern Pennsylvanian.

EARLY SETTLEMENT OF RIDGWAY AND VICINITY—CONTINUED.

ENOS GILLIS.
This well-known individual and worthy citizen to whom frequent allusion has been made, may be considered as the founder of "Ridgway settlement." His advent to this place, which has already been chronicled, was as early as 1824—soon after which he commenced building his saw-mill and tannery, under the supervision of Mr. Gallagher, who conducted the tannery as has also been mentioned.

He was more of a quiet and home man than his brother James. His business in all matters previous to, and

during his many years residence at Ridgway, was of a character more felt than seen. His wisdom and shrewdness were always in requisition, and had much to do with not only the settlement itself, but in all the affairs of county and township influence at home and abroad. As before mentioned, the township of Ridgway was large, composing about one-third part of the county of Jefferson.

The south part of the county could outvote Ridgway, and they were in a measure disposed to keep Ridgway "out in the cold." In triennial assessments, much watchfulness was required to obtain fair play. The expenses of the county were mainly supported by the tax on unseated lands, which were, if we judge by the complaints of the owners, often unrelentingly assessed. Thus for county purposes, the southern part, holding the offices, and having control of all the funds, could, and *did*, too often, make hard requisitions upon the tax funds of Ridgway township. Bridges and other improvements were made by county funds in one part of the county to the entire exclusion of Ridgway township. It required such a man as Enos Gillis to counteract these measures, which he did to a great extent, and for which he deserved more thanks than he got from landholders or citizens. He was for many years a prominent manager of the "Milesburg & Smithport Turnpike Company," to the necessary details of which he was indefatigable and successful.

In intellect he was far above mediocrity. As a magistrate—an office which he held, as well as others, in the county of Ontario, N. Y., from which place he removed to Ridgway—his decisions and records were subjects of approval and comment among legal men. His object was more to reconcile and adjust between parties than to litigate.

One case, however, came before him which required all his tact and recurrence to "technicalities" in the law to obviate injustice to a party, and at the same time to decide according to the evidence, as a magistrate. The defendant was proprietor of a tannery—it was unenclosed, at least so far as to exclude the canine race in shape of dogs. These animals, as is well known, have an ardent penchant for scraps of rawhide, and if not plenty, do not hesitate to carry off a whole skin. A prowling one of his species, worthless to society as well as to his owner, had often done mischief about the premises, and by watchfulness the owner of the yard and a magistrate to boot—caught the animal in the act and actually shot him—poor doggy ran home and died upon the threshold of his master's door, whose wrath was kindled against an innocent neighbor. The owner was a Hollander, and like his prototype, (another Dutchman.) Although his dog was worthless, yet, "as he killed him out of spite he should pay for him." He made information before Gillis against his innocent neighbor for malicious mischief, in killing his dog. As a magistrate, and according to his usual custom, Gillis tried to appease the angry owner—offered to pay something himself, rather than the scandal of a suit before him should occur, and all for the sake of a pernicious cur dog! All of no avail with the Dutchman; he tendered the fees and demanded a warrant, which was finally granted. The trial came on, and to the annoyance of the magistrate, some of his friends who had an inkling of the facts were in attendance, to witness the fun, and tact of the magistrate.

The witnesses were many, and they swore to the good character of the dog. "He was never known to go off the farm, and was a quiet dog; never stole nothing, nor ran sheep; hadn't a single enemy except this neighbor, who had often said the cur ought to be killed," and as it happened that about that time, this man was actually seen with his gun and that a discharge of the same was heard just before the dog arrived home bleeding and soon lifeless—much testimony was evinced before the magistrate by the parties at suit, as well as witnesses, which required all the authority of the court to suppress. The testimony closed with "sure proof" that the man killed the dog. The magistrate observed, "as it was a special case, and deserving much reflection, he would take the four days to make up a judgment"—before that time parties had cooled off somewhat, when the magistrate very quietly informed the plaintiff, that as the evidence was not altogether clear, he could not conscientiously enter judgment against the defendant, and as a salvo, told him that he need pay no attention to the costs. As the case never appeared upon his docket, it is fair to suppose it was never entered. But the "fun of the thing" was not for a long time forgotten by his associates; nor

did plaintiff or defendant ever understand the reason of his decision.

His house was always open to the traveler, often to the great discomfort of the household, and it was not until houses of entertainment were set up in the vicinity, that he and his family were relieved from these expensive hospitalities.

About the year 1844 he removed with his family to Sharpsburg, near Pittsburg, and subsequently to Marshall, Michigan; he was highly esteemed at the latter place, where he buried his mother-in-law, a daughter, then his wife, and finally, whilst on a visit to Ridgway, he also died. His remains were taken there as likewise those of his son William (a very promising youth), who died at Harrisburg soon after. All those named now sleep in the same graveyard far away from the scenes of forest life in Ridgway.

Public schools had always his warmest support, and the Ridgway school was greatly indebted to him for his individual exertions in its support.

This brief sketch of Enos Gillis will serve his friends and relations who now survive as a memento of his parental, social kindness and moral worth.

Messrs. Wilmarth and Dickinson in 1832 partly on business and to visit the Gillis' made an excursion into Pennsylvania, via Smithport, Bunker Hill to Ridgway—they had provided themselves with a good stout two horse wagon and were accompanied by Mrs. W. with a child in her arms. They did not reach Bunker Hill till a late hour. The fore part of the evening was excessively dark, and the road for the last five miles was *superlatively* bad. Mr. Seull, who was acquainted with the road. P. M. Dickinson walked at the horses heads carrying "fox fire" which in the darkness that "could be felt," shone quite luminously. On emerging from the deep forest and reaching the ascent of Bunker Hill about midnight, the full moon had just arisen in her beautiful majesty, all fatigue and apprehension banished at once as they drove up to the house of Samuel Gillis Esq., who then resided on the premises, whose wife was a sister of Mr. Wilmarth. A short and recognition soon brought all the male members to the street, as much surprised as if the party had dropped from the clouds. A cheerful meal and conversation prolonged the night to near the day. Mr. Gillis had just then taken a contract to make the turnpike from the "eleven mile spring" to the "North Fork" and he was then commencing shanty life.

Wilmarth and Dickinson on horseback reached his shanty next day in time for a dinner on pork and potatoes. Their appearance on the table was a mystery to them; where did they come from and how transported to this place? The answer was. The potatoes were brought from the settlement (another mystery) and the pork had been packed on a thirty year old mule from Warren by the mail boy to Montmorency thirty-five miles; thence fifteen miles to the shanty? To those who come from a land of superabundance, it appeared like *extravagant* living. Samuel Gillis saddled his horse and rode through to Montmorency and Ridgway; Charles Gillis, son of Enos & a mere lad, was at the shanty and came through also, and here was first noticed, the perfect case a horse that was accustomed to the paths would glide over the logs and stones, compared with those that have just come from smooth clay roads. The cry of "hold up" was often heard as the experienced animals outdistanced the others. The conversation during this ride will never be forgotten, "Sam" had very justly appreciated the riches lying dormant and scattered over this vast territory. There was no mistake in his enthusiasm as to facts; he was merely ahead of the age. Wilmarth was sceptical and had disputed several probabilities, till Sam was losing temper. When to the question, "What in Heaven's name is to be done in, or with this country," his impatience lost bounds. "Why L. our vallies contain the richest soil, the whole country is covered with the finest white pine, water to convey it to market. Superabundance of water power to manufacture and the hills are full of the richest iron ore and coal—all that combines to make a country rich 'and you will see it all,' as his eye dilated, his form seemed expanded as he rose in his stirrups to point out the existence of these facts (though it was next too impossible to discern more than four rods, such was the density of the forest.) Mr. W. must have caught the inspiration as he instantly communicated the project of making iron on a large scale. It was to build a dam across a stream, creating a

water power requisite. An immense bellows with a bar of iron to reach in the centre of the mines of coal and iron—ignite the coal. The melting ore could run itself to the bank ready to ship to Pittsburg. Although it may be supposed there was a mock seriousness in the project—yet might it not have found a lodgment in W's brain, for in less than ten months thereafter the writer saw him plodding his lonely way over this very route, accompanied by his wife and hired girl on horseback, to fix an abode for his family at Ridgway. The writer is not certain that, had it not been for Dickinson, every hemlock would have been transformed to pine in his estimation; Dickinson was in the lumber business and could not be mistaken. The party reached the house of J. L. Gillis at evening, the capabilities of the soil were then examined and discussed. The next day they proceeded to the "creek" and were domiciled with their old friend Enos Gillis. Next day a ride was taken up the turnpike towards Kersey, from the position and summit, could be seen the waving tops of those pine that thereafter became so highly valued.

TO BE CONTINUED.

Letter from L. T. L.

MR. EDITOR—Dear Sir:—Some three months ago I took the privilege of communicating to you the result of some reflections upon the question of a representative from the 19th District in the next Congress. These reflections you deemed of sufficient importance to be submitted to the public. The reception they have met with has been quite as favorable as could have been expected. Every conservative paper in the district—with a single exception, has spoken of them in terms of approbation. The Warren *Ledger*—an influential and ably conducted paper, commenced a column leader as if the purpose of the writer was the total annihilation of my suggestions; but before the author got half through I was pleased to find that he was actuated by precisely the same motives that should influence the action of every man who is not a fanatical Radical. If the Democrats were strong enough to give a reasonable hope that a straight-out Democrat could be elected, it would be wrong in them not to present such a man. And the Johnson Republicans would be equally at fault if they attempted to offer one of their own men; but they should, (in case Mr. *Scoull* should be nominated, or any other man holding the revolutionary opinions he does) make every effort to secure the election of such Democrats. But the editor of the *Ledger* cannot have the slightest idea that there is any Democrat in the district—and it has some of the best men in the State—whose selection would give any assurance of success. Then I take it for granted that the *Ledger* may be properly ranked with the other conservative papers in the district, as favorable to such action as will insure the defeat of the Radicals.

Any man who has any knowledge of the history of political parties in this country must know that the questions growing out of reconstruction will entirely engross the attention of our public councils for at least three or four years. All other questions will give way to these. If so, why should Democrats hesitate to trust Conservative, or Johnson, Republicans? It is the aim of every patriot to restore the Union to what it was before the war. This can only be done by securing to ALL the States precisely the same rights as independent communities that they possessed previous to the attempted secession. Are not Democrats and Johnson men in perfect harmony on this question? Do the Democrats demand any measure looking to re-construction that the conservatives are unwilling to concede? If not, are they any the less in favor of them because they are supported by this anti-abolition element? To assume that they are, or would be, is to assume that party guilty of the most meretricious character.

It is now quite certain that Mr. Scofield will be re-nominated—not because a majority of the men who voted for him in 1864 endorse his radicalism, or are in favor of his return to the trust he has so persistently violated—but simply because the machinery which controls the nominations of the Republican party in this district is in the hands of men who are as heedless of public opinion as Mr. Scofield himself. No man of either branch of Congress has been more obedient to the will of the "Traitors" Stevens and Sumner, than he. To say that a majority of the people of this district—or even of the Republican party of 1864—endorse the sentiments of such men is preposterous. I would just as soon believe that they were in favor of placing our glorious old Commonwealth under the protection of Maximilian.

Not less than two thousand good and true men who voted for Scofield in 1864, are now ready and anxious to vote for any man of known moral integrity who will faithfully and fearlessly stand by the President in the next Congress upon all questions touching reconstruction. Will the Democrats give them the opportunity? It may be asked, why not take a Democrat, whose support of the President's policy cannot be doubted? The answer is, because so large a portion of these two thousand anti-radical Republicans might withhold their support as to render success doubtful. I know that there are many men of this class who feel assured that the next Congress will be entirely occupied with these questions and are perfectly willing to support any man the Democracy are likely to select. But is their number sufficient to insure success? I fear not. Then why throw away a certainty for an uncertainty?

The radicals will make unprecedented efforts to carry this district. Forcible boasts of the "substantial influence" of the Union League. By this he means its vast wealth, as a *Corruption Fund*. Let patriots take warning. This district can be saved; the hands of the President strengthened; the "Traitors" and Radicals rebuked; and our country restored in all its elements of greatness.

Yours,
L. T. L.

(From the Buffalo Daily Courier.)

The Coal Fields and the Buffalo and Washington R. R.

The rapid increase of manufactures in this city, the importance of an abundant supply of cheap coal, and the conceded advantages of this point as a coal market render of practical interest all projects designed to render the immense coal fields of Pennsylvania more accessible to our citizens. Every Buffalonian, whether engaged in commerce or manufactures, or concerned in real estate, has a pecuniary interest, first in securing direct and easy access to the coal which is needed for local consumption and can be profitably shipped, and second, in securing the large and constantly increasing trade with the thriving towns which are springing up on the line of the Philadelphia and Erie Railroad and on the route of the projected road from this city to Emporium. We hazard nothing in saying that this region of country will require supplies of a value equal in amount to that of the coal we should require for home consumption and for export.

It was with the views of ascertaining the extent of the Coal Fields to be reached directly or indirectly by the Buffalo and Washington Railroad that a committee of the Common Council and other gentlemen were invited to visit the coal regions in Elk and Cameron counties. Leaving the city Tuesday morning, the party went to Erie, and from thence by the Philadelphia and Erie Railroad, to the junction of this road with the Daguerbohonda road, at a point between Ridgway and St. Mary's, about 125 miles from Erie. The line of the P. & E. road passes through a rough and uncultivated country, Warren being the only considerable town after leaving Corry. There are numerous derrick in the valleys along the route, which stand insouciantly under the sky, not very sacred to the memory of some defunct oil company.

At Kane 94½ miles from Erie the party were met by Gen. Thomas L. Kane, who did some service during the war as a commander of "Bucktails," and is now devoting himself to the development of a large tract of coal and lumber lands, and is superintendent of the Erie Mining Company which was organized in January 1865. This gentleman desired to call the attention of the party to the fact that they were approaching the "Johnson's Run Coal Basin," the northernmost coal lands of Elk county, which could be relied on to supply coal in large quantity. The lands of this company are about twelve miles south-east of Lafayette, McKean county, a station on the New York and Erie extension, and would be crossed by a road from the state line to Johnsonburg. Joseph Leslie, Geologist for the State, has made a lengthy report on the mineral and coal properties of this tract, in which he classes it as belonging to "the Middle coal system to that portion of it lying below the Freeport sandstone." In this report Prof. Leslie says, "The coal measures are thicker in this basin, than in any locality to the west or northwest, or indeed north of the railroad in either Cameron, Elk or McKean Counties. * * * The only coals now being mined and seeking a market are those of St. Mary's which are the lowest coals of the measures, and are distant 120 miles from Erie. The Daguerbohonda coals, in the same

basin as the last named, will have to be carried 131 miles before reaching Erie." We make these extracts to present the opinion of a distinguished geologist upon the character of this tract, which is the only one in the section more accessible to Erie than to Buffalo.

At the junction above named, we were met by Lyman Wilmarth, Superintendent of the Daguerbohonda Coal Company, and a party of gentlemen from Centreville, and taken upon a platform car to the present termination of the road, about four and one-half miles from the Philadelphia and Erie road. It is in contemplation to extend the road further so as to give outlet to the coal of this Basin which covers an area of about six and one-half miles wide by twelve or fifteen miles long. At the junction, are the works of the Elk County Mining and Improvement Company. This company has made some progress in opening their mines, and have erected the necessary facilities for loading their coal upon the cars when there is a demand or a market for it.

At the termination of the Daguerbohonda road, which has been built by the company bearing this jaw-breaking name, are the buildings and improvements of the company, comprising the shutes, a blacksmith-shop, &c. The drift of this company has been extended about 1,300 feet and some thirty chambers have already been mined. This company can take out two hundred tons a day, and have 1,000 tons ready for shipment. They have already expended some \$250,000 in developing the property, including the building of the railroad. The vein of coal averages three feet in thickness and the quality improves as the drift proceeds. Mining is for the present, suspended.

After an examination of this mine, the party were taken in carriages, by the good people of Centreville, to inspect the various mines and coal openings in the vicinity of Centreville, which is a village six miles from St. Mary's Station, ten miles from Ridgway, and thirty miles from Emporium. It is in Fox township, Elk County and claims to be in the centre of one of the richest of the bituminous coal basins in the state. Among the citizens to whom we are indebted for courtesies are Dr. Earley, J. S. Hyde, C. W. H. Eicke, and Mr. McCauley.

The sectional maps of the coal companies in this vicinity indicate seven different veins of coal, designated as follows:

Coal marked H, measuring 2½ ft 6 in to 3 ft.	3 feet.
" " G, " " "	4 ft to 6 ft.
" " D, " " "	3 ft 6 in to 5 ft.
" " C, " " "	4 ft 5 in.
" " B, " " "	2 ft 6 in to 3 ft.
" " A, " " "	4 feet.

At least three of these veins are regarded as workable. The party visited openings or mines, in which four or these veins are exposed, extending over an area of several miles. The strata are all accessible, and can be worked at comparatively small expense. The coal is of fair quality, and unlimited as to quantity. It is claimed that the lands will average fifteen feet of workable coal in thickness, and that there are 15,000 tons of coal to an acre. A large proportion of the most available land is already held by companies for purposes of speculation, or development.—Coal bearing land is held at about \$100 an acre.

The following companies have been organized, in the immediate vicinity within the past two years, in addition to those already named:

Toby Creek and Philadelphia.—Own four hundred acres of land and have expended \$54,000. Have a tram road, and shafts to two veins. Can mine 100 tons of coal a day.

Toby Creek Coal and Oil Company.—Own one thousand acres. Capital stock \$250,000. Have started drifts. Have one and one half miles of road to build.

Kersey Coal Company.—Own five hundred acres. Have expended \$50,000. Have pockets nearly done and will soon be ready to run coal.

Elk Mountain Company.—Own 2400 acres for which \$50,000 was paid. Are waiting for railroad, before commencing developments.

Boston Coal Company.—Own 3,000 acres. Have expended some \$100,000 in mining rights.

Shawmut Coal Company.—Own 5,000 acres, some ten miles from Centreville. Have a branch road from the P. & E. seventeen miles in length. Have expended \$1,500,000 and are mining 250 tons of coal a day.

Noble Coal Company. Own three hundred acres. Have expended \$180,000 in land and improvements. Are waiting for railroad facilities.

Halse, King, Vail and King, of New York.—Own three hundred acres. Have drifts in and are ready to mine and ship coal as soon as there are facilities for shipment.

Wellington and Co., have eight hundred acres and are ready to ship coal.

The people of this vicinity are particularly desirous of a railroad connection with Buffalo. They are fully persuaded that the Philadelphia & Erie road will never furnish them adequate facilities for shipping their coal, and that all their business interests and prospects are with Western New York.

The country about Centreville and the mining at St. Mary's, will be described in a subsequent article; while the visit to Emporium and Cameron will constitute the theme of a third.