

JULY 1896						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	



### One Cent a Word.

For Each Insertion. No advertisement taken for less than 15 cents. CASH must accompany all orders. Address PIKE COUNTY PRESS, MILFORD, PA.

**REWARD.** This reward will be paid to any person furnishing evidence as to the party who cut the shed at Conshohocken last week. Apply at this office.

**TRESPASS NOTICE.** Notice is hereby given that trespassing upon the southern half of the tract of land known as the William Denny, No. 33, in Cheltenham township, for hunting, fishing, or any other purpose, also trespassing on Sawkill pond in Dingman township, or fishing in it is forbidden under penalty of the law. M. CLELAND MILSON, Attorney for owner.

**FOR RENT.** Several good houses in Milford, Pa. Enquire of J. H. Van Etten.

**TRESPASS NOTICE.** Notice is hereby given that trespassing upon the property of the Forest Lake Association in Lackawanna township, Pike county, Pa., for the purpose of hunting and fishing, or any other purpose is strictly forbidden under penalty of the law. ALEXANDER HADDEN, President.

**TRESPASS NOTICE.** Notice is hereby given that trespassing on the premises of the undersigned, situated in Dingman township, for any purpose whatever is strictly forbidden, and all offenders will be promptly prosecuted. I. B. CASE, Oct. 24, 1895.

**FOR SALE.** A small farm located near Matamoras, known as the Howell or Reliance place, containing 21 acres. Finely located, well watered. House and barn. Fruit of all kinds. Part improved. Title clear. For terms, price, etc., address Lock box G Milford, Pa.

**REWARD.** The school directors of Dingman township will pay twenty dollars for information which will lead to the detection and conviction of any person or persons committing any trespass or doing any damage to any school house or property therein in said township. By order of the board. I. B. CASE, Sec. Nov. 7, 1895.

### Correspondence.

Correspondents are particularly requested to send in all news intended for publication not later than Wednesday in each week to insure insertion.

### LAYTON.

(Special Correspondence to the Press.) LAYTON, July 28.—Jacob Roe, the merchant at Walpack Centre has been appointed Postmaster at that place to fill the place of Geo. V. Schooley who has removed to Unkleville, N. Y.

The Board of Education when they hired teachers, decided that in the interest of good order, and the preservation of school property, the teachers should remain at the school house or in the immediate vicinity during the noon hour. The presence of the teacher will no doubt in most instances have a good effect in the direction desired.

Fine growing weather all the time. Do the weeds get ahead of you?

The number of schools in Sandyston is eight, with an average salary of \$285. Montague has four schools with an average salary of \$314.6. Walpack has three schools paying an average of \$23.24. Montague thus proves to be the most generous to their teachers of any Township of the Delaware tier.

Base fishing was getting good in the Delaware before the recent heavy rains. No doubt as soon as the river gets a little low again we will hear some immense fish stories. The big ones have had a good chance to get up where our "Lask Waltons" will be able to hook them, of course those big ones are sure to get away, but it is only the ones that get away that are so awful big.

A brain new baby boy at "Ed", Layton. Ten pounds sure. Each boy is said by good authority to be worth a thousand dollars. "Ed" will be walking right up on his heels now, I suppose.

A worthy young couple planned to picnic in company a few days ago. They anticipated a day of much enjoyment in Penns Land, viewing the falls and wading through the lovely glens and no manly places in which that land abounds. Before starting some wag found their store of refreshments and eatables, and carefully substituted ears of corn for the bananas, cucumbers for the oranges, and uncooked eggs for the boiled ones. Joe has blood in

face on our streets again. Tuesday a party of young people, rode their wheels to the Raymondkill Falls where they spent the day picnicking. The roads were in fine shape after the rain of the previous evening and the trip although rather warm was thoroughly enjoyed.

Wednesday Madison Bousley, of Lehighman candidate for County Commissioner passed through town calling upon his friends.

Geo. Holscheid is erecting himself a fine house in the upper part of town this is one of several new ones in course of construction. Tell you what Matamoras is growing.

Mr. Triss said Holy Mass at St. Patrick's church, Milford, last Sunday at 10.30 a. m. and preached to a large number of city people—guests in Milford. The church was filled to its utmost capacity—a beautiful picture of St. Ann was presented by Miss Annie Riley of the Heller cottage. Tickets are on sale in Milford, for the dedication services of St. Joseph's church at Matamoras August 19th. Every one offer special accommodations for those wishing to attend from Milford.

Mr. Wm. Whitney was a guest of Father Triss last Sunday. Holy Mass will be said and a sermon preached Sunday morning Aug. 2nd at 8 a. m. at St. Joseph's church. The choir under the direction of Prof. Lomsche will render Creman's Mass in honor of St. Nicholas.

Father Triss has a class for confirmation under instruction at all the different missions connected with his church. Rev. Mr. Curtis of the Epworth Church preached both morning and evening Sunday, July 28th in behalf of missions. Collection amounting to \$5 was taken. The Boards of Missions connected with all denominations are calling for funds to carry on the work. We should like to see a missionary spirit awaking in every church throughout the land.

### QUICKTOWN.

(Special Correspondence to the Press.) QUICKTOWN, July 28.—Still we get oats, consequently apples, grapes, berries, etc., are growing fine. Oats will soon do to cut.

E. Muller, wife and child are visiting at Messrs. Muller.

Mrs. Halsey Quinn and son, James, of Philadelphia, Edward Quinn, wife and two sons of Milford, and Louis Quinn have been visiting at J. W. Palmer's.

James Cummins is home from Chicago. Also Mary Westbrook from New York. C. L. DeWitt is improving in health.

### In Relation to Public Roads.

FOREST LAKE, July 27, 1896. Editor PRESS:—Your excellent editorial on roads and public highways in the July 27 issue of the paper, calls attention to facts that should interest everyone who resides within the limits of the State of Pennsylvania, whether he be a resident of the country or city, a villager or farmer. I have reason to believe, that good wagon-roads have been longed for earnestly by the people of the county which your paper represents for the past many years, but the ways and means to obtain them are the great question they have been unable to solve. To illustrate the spirit of the people, we have only to turn attention to the road on the Delaware river from the Matamoras to the Monroe county line. This road is as good as can be found in any part of the State however prosperous that part may be. The reason for this is that the means of making it has been within the power of the people of the district. The natural grade of the road is easy and the material for construction and repairs are everywhere along by the wayside, and also the neighborhoods through which it passes are quite populous.

The other parts of the County are not so fortunate in this respect, the ways lead over high mountain tails, through swamps, over rocks and large brooks, and miles of scrubby forest, almost uninhabited where material for construction and repairs are not convenient but must be hauled for considerable distances. These obstacles and difficulties put it quite out of the reach and power of the local residents to furnish good and acceptable roads for the would-be travelers through these out of the way regions. Mr. Howard Kirkham, one of the supervisors in Lackawanna township, writes me, that he has in his district, a very rough and mountainous one, thirty-one miles of road to keep in repair for the year 1896, and only \$38.85, with which to do it. This is little more than \$1.90 per mile. A very small sum for the conditions expected.

The Forest Lake Association of Pike county expends nearly, if not quite that sum, in its roads yearly, and has not more than one-third that mileage to keep in repair and yet they are not what they should be, and besides they are in a great measure protected from heavy traffic when they are in soft condition.

The advantages of good roads are every where conceded in civilized communities. Our National Agricultural reports have shown year after year in figures, the great economic value of such to the public whether they are used either for pleasure or business and they also show thereby, too, an increase of property value to the communities, a fact that would not be overlooked by those who are urgent in the maintenance of good highways through all parts of this State. These figures may in a general way be true theoretically, but not altogether so practically. There may be rich and desirable lands throughout this, and other States that have been greatly enhanced in value by good roads. But they have not been proportionally so in the rough and stony lands of Pike county nor in any other such places. Should this section of the country be obliged to bear the expense under the present regime of the roads called for in these reports, the property along their lines would be confiscated to the State or county as the case might be. As to the lessening the expense of haulage of merchandise, or farm products in these regions, there is so little of it, it need not enter into calculation. During the last five years there have been many suggestions advanced looking towards the improvement of highways, by those who have acquired summer homes in the country, and lately, by the so-called wheelmen. All since the turnpikes and toll-gates have been given up, and the burden of road repairing has fallen upon the local residents. Among those that have taken form are the following: First, that the road-building and repairing should be taken charge of by the different State governments under the direction of the State engineers, and the expense of such become, consequently, a burden on the Treasuries of the commonwealth.

This is not likely to be taken as the railways throughout the country have become virtually the common carriers of passengers, merchandise, of farm and other products, the mails etc., and the wagon-roads, only local conveniences.

Another is, that each county should be responsible for its roads, it is for its larger bridges, and the money for building and repairs be taken directly from the treasury of the county. This seems to be the most equitable plan as it would require the wealthier parts of the county to aid the poorer. There is still another, and like the above, would require some legislative enactment to bring it about, and seems to me the most feasible. It is a modification of the last mentioned. That roads of the county be placed under the management of the county commissioners, and this board be given the power to appoint supervisors or roadmasters, and require them to consider the fitness to perform the duties of the office, and have their terms of office to be not less than five years. That the said commissioners be empowered to employ a county surveyor to draft a general plan of road-building and repairing for these supervisors or roadmasters to follow in keeping these highways in order, and also to authorize the same roadmasters to not only expend the moneys appropriated for repairs but also to protect these roads from abuse, and to give them power to grant licenses to trucks and wagons that are intended to carry three-quarters of a ton or more, and to suspend their licenses when the roads are soft and liable to be damaged by them, and also to have the power to protect them from any other use that is likely to damage and to collect such penalty as the commissioners may fix for the violation of the laws, and that the roadmasters be required to make quarterly reports to the Board of Commissioners of the work done, where, the character of it, also to report public roads that have fallen into disuse, in their judgment, not necessary to be kept open any longer, and for the board to take action towards closing them. This suggestion or plan has many points that are eminently practical, and does not remove the management from those who are most intimately concerned in them, and protecting these highways from abuse seems to me another step in the right direction. How often have we all seen a road put in good repair and the next day or before it had a chance to be, come solid, a truck or wagon load of stone or lumber passes over it and cuts it up so that its condition was worse then before it was repaired, and this too, frequently, by persons not at all interested or the residents of the locality, or the taxpayer anywhere. Again, have we not frequently seen loaded trucks and wagons being drawn down hills of public highways with broken wheels, scattered stones, and waterbrakes in their course. This mode of breaking I should have prohibited by the law. This treatment of these public conveniences is not use, it is abuse, and should be stopped by legal means as thorough as possible. Some one, who is not a lawyer, where all roads should be macadamized and made firm for all seasons of the year where stone is abundant, but this is a very expensive procedure, and unless it is done thoroughly, by laying the foundation deeply and properly securing them by drainage, in a few years they would be all broken up and destroyed like many of the old turnpikes are now. As to the appointment of roadmasters, rather than continuing the old plan of electing by ballot yearly, we all must concede might secure better service, as the ballot is not always guided by the candidate's special fitness to perform the duties of the office, but by appointment, we should expect always to have the best man for the job. As to the use of wheels of wagons and heavy trucks they are good and should be required, without any rebate of tax, to be placed on all vehicles used for heavy loads. But these are especially useful where the roads are comparatively hard and are not the cause of much trouble. I have often seen on the roads where these tires were in use, great ridges forced up on the outside of the wheel to the hubs of the front wheels, especially where the road was of clay formation. In closing, I will say that the legislation should be invoked to give these means and authority to protect the highways for wagons everywhere from abuse, and then we shall soon have in all parts of the country undoubtedly good and safe highways and the people not giving grudgingly of time and money as they do now for the best work they can get done in a few days by men who have loosed a stone quarry or purchased a lumber tract along them." A. R.

(THE NEW GYMNASIUM)

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Geo. P. Bible, PRINCIPAL.

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To fit their Shoes is the occupation of many dealers are engaged in, but we are not included in that category. We look for Shoes To fit the Feet, And the General Opinion of those who buy their footwear here is, that we have succeeded in finding the right kind.

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