

The Hammonton Item.

DEVOTED TO THE INTERESTS OF HAMMONTON AND MAKING MONEY.

VOL. I.-NO. 4.

HAMMONTON, N. J., SATURDAY, JANUARY 27, 1872.

\$2.00 PER YEAR

Redistricting.

ATLANTIC CITY, N. J., Jan. 20th 1872.

Mr. Editor: Those acute statesmen in the northern part of the state who, though condescending to edit newspapers, are yet never happy except when attempting to legislate for the Commonwealth, or when choosing a chief executive of the state from among their "distinguished citizens" have found in the re-districting of the state, a new subject on which to exercise their genius. The statesmen of Newark (a town which recently distinguished itself by the warm support its Republicans gave to the Democratic nominee for Governor) have lately begotten a plan, yet one which ought only to bring its progenitors shame, for their offspring is terribly deformed.

The part which particularly concerns us is that which determines the boundary line between the first and second districts. The plan mentioned names Cape May, Cumberland, Salem, Gloucester and Camden counties, as the first district; Atlantic, Burlington, Mercer and Ocean, as the second district. This removes Atlantic, but makes no other change in the first district. It is against this removal that the writer desires to enter his protest.

Because, (1) there are very few relations, business or otherwise, connecting us with the citizens of Burlington county. We have no affiliations social or political with them or with those of any part of the second district. (2) The old boundary of the first district is a natural one, namely, the little Egg Harbor River, which separates Atlantic from Burlington county the entire distance from Camden county to the ocean. (3) The plan proposed will make a very unequal division in point of population. Cape May, Cumberland, Salem, Gloucester and Camden counties, have a total population of 134,901; Atlantic, Burlington, Mercer and Ocean, have 127,065, a difference of 7836.

I propose to amend by giving to the second district, the city of Camden instead of the county of Atlantic. This would give Cape May, Cumberland, Salem, Gloucester, Atlantic, and part of Camden county, with a population of 128,949 for the first district; Camden city, Burlington, Mercer and Ocean counties, population 133,017, for the second district, a difference of 5068, being about 2800 nearer an equal division of population, and if the reader will take the trouble to glance at the map, he will find that the line separating Camden and Atlantic counties from the county of Burlington, runs from a point on the Delaware river a few miles above Camden city, south-eastwardly, in a nearly direct course to the ocean; the greater part being formed naturally by Egg Harbor river, and the rest by a straight line. Hence Camden city lies in the most northern part of the first district, in the northwest corner, in fact. If Camden city were taken, it would certainly give to both districts better geographical proportions than by the Newark plan, which makes both extremely irregular.

Again, the relations between Camden and Trenton are very intimate. There are the closest social, business and political ties between the residents of these two cities. Any one visiting Trenton at the opening of a session of the legislature, or during its sitting, will find in the lobbies and at the hotels abundant evidence of this. Further, my amendment would establish a political balance between the two cities, Trenton, democratic and Camden, republican. It would give a stronger republican vote to the second district, and would still leave the first district safe. It is difficult, therefore, to understand what rules have been followed in the formation of the Newark plan, since it is sanctioned neither by considerations of boundary, of population, of political advantage, or of business relations generally; and the writer humbly hopes that in the actual legislation at Trenton, more regard will be had to these points than is given them in the lurid operations at Newark.

WAYNE.

From the Capital.

TRENTON, Jan. 25, 1872.

Mr. Editor:—The Honorables made their weekly exit on Thursday evening; and visited their homes to see "wife and babies"—that is, those who are blessed with these appendages, and the Bach's to hold carnival with "hale fellows well met." On Monday evening, however, nearly all came to "time" and the wheels of legislation again started, but little business was transacted.

Mr. Williams introduced a bill to protect the rights of railroad passengers, provided that should a railroad company by accident or detention delay a passenger over ten minutes, each passenger shall have the right to recover the amount he has paid for his fare by suit at law, with

costs. The bill provides also that the same liabilities now in force for railroad companies as common carriers of property shall refer to the carriage of passengers.

In the Senate on Tuesday morning, the concurrent resolution relative to a public building for government purposes in the City of Trenton, was agreed to.

In the House a supplement to the Manchester & Camden Railway, introduced by Mr. Haven, authorizes said road to be constructed by way of Buddtown, in Burlington county, and from thence to Medford, with the privilege of connecting with the Medford & Camden Railroad.

Both Houses adjourned over Tuesday afternoon to enable the committees to prepare work.

On Wednesday, your Senator, Hon. Wm. Moore introduced a bill relative to Pilotage in the navigable waters of this State, of in waters over which she has concurrent jurisdiction. It makes it lawful for any citizen of the States, who is the enrolled or registered master of any vessel of the United States, who shall have sole command and charge thereof and whose vessel shall be bound either in or out of any of the navigable waters of the State, or over which the State has concurrent jurisdiction with other States, whether the same constitutes waters wherein Pilotage is usually charged or demanded or not, to act as the Pilot of his own vessel for that purpose, and he is declared to be a pilot duly commissioned and authorized to act as such.

The bill to incorporate the town of Absecon, was introduced in the House on Wednesday, by your Representative, Hon. S. H. Cavileer.

In the Senate this morning, Mr. Beesley introduced a joint resolution in relation to the construction of an artificial harbor on Crow Shoek, Cape May, for the protection of small class vessels. It appoints Hon. Wm. Moore, of Atlantic, and Downs Edmunds, of Cape May, a committee to wait upon members of Congress and urge the passage of act making an appropriation for said artificial harbor, which owing to the growth of the coasting trade, is said to have become absolutely necessary.

QUI VIV.

WHEELER AND WILSON'S IMPROVED

Family Sewing Machines,

Are the BEST, being

Unique, Simple and Practicable.



This machine will sew, knit, and sew on without any change, and ruffles, &c. Will sew from

Swiss Muslin to Heavy BEAVER CLOTH.

Over Half a Million now in Use.

They have stood the test of twenty years' use and it is no experiment to purchase one. SOLD ON THE INSTALLMENT PLAN.

Warranted for three years by PETERSON & CARPENTER, Gen'l Agents.

John Scullin, Travelling Agent, Hammonton, N. J. 1868-1872.

NEW YORK PIANO FORTE COMPANY.

(INCORPORATED IN 1864)
Manufacturers of GRAND SQUARE

Agraffe Piano-Fortes.

No. 240 and 242 Spruce Street, NEW YORK.
Send for descriptive Catalogue and Price List.

Railroads.

Camden & Atlantic R. R.

Monday, Oct. 2, 1871.
DOWN TRAINS.

| LEAVE | 7:00 | 8:00 | 9:00 | 10:00 | 11:00 |
|-----------------|-------|-------|-------|-------|-------|
| Vine St. Wharf | 7:00 | 8:00 | 9:00 | 10:00 | 11:00 |
| Cooper's Point | 7:15 | 8:15 | 9:15 | 10:15 | 11:15 |
| Kaighn's Siding | | | | | |
| Haddonfield | 8:04 | 8:34 | 9:19 | 10:43 | 11:58 |
| Ashland | 8:21 | 8:42 | 9:27 | 10:51 | 12:06 |
| White Horse | 8:48 | 8:48 | 9:32 | 10:56 | 12:11 |
| Berlin | 9:23 | 9:03 | 9:46 | 11:10 | 12:25 |
| Ato. | 9:41 | 9:09 | 9:53 | 11:17 | 12:32 |
| Waterford | 10:04 | 9:25 | 10:08 | 11:32 | 12:47 |
| Anora | 10:24 | 9:25 | 10:08 | 11:32 | 12:47 |
| Winslow | 10:42 | 9:32 | 10:15 | 11:39 | 12:54 |
| Hammonton | 11:02 | 9:42 | 10:25 | 11:49 | 13:04 |
| DaCoats | 11:16 | 9:46 | 10:29 | 11:53 | 13:08 |
| Elwood | 11:45 | 10:00 | 10:43 | 12:07 | 13:22 |
| Egg Harbor | 12:11 | 10:11 | 10:54 | 12:18 | 13:33 |
| Pomona | 12:43 | 10:26 | 11:09 | 12:33 | 13:48 |
| Absecon | 1:18 | 10:41 | 11:24 | 12:48 | 14:03 |
| Atlantic arrive | 1:48 | 11:00 | 11:40 | 13:00 | 14:15 |

UP TRAINS.

| LEAVE | 7:15 | 8:15 | 9:15 | 10:15 | 11:15 |
|-----------------|------|------|-------|-------|-------|
| Atlantic | 7:15 | 8:15 | 9:15 | 10:15 | 11:15 |
| Absecon | 7:35 | 8:35 | 9:35 | 10:35 | 11:35 |
| Pomona | 8:17 | 9:17 | 10:17 | 11:17 | 12:17 |
| Egg Harbor | 7:02 | 8:02 | 9:02 | 10:02 | 11:02 |
| Elwood | 7:13 | 8:13 | 9:13 | 10:13 | 11:13 |
| DaCoats | 7:23 | 8:23 | 9:23 | 10:23 | 11:23 |
| Hammonton | 6:09 | 7:09 | 8:09 | 9:09 | 10:09 |
| Winslow | 6:10 | 7:10 | 8:10 | 9:10 | 10:10 |
| Anora | 6:17 | 7:17 | 8:17 | 9:17 | 10:17 |
| Waterford | 6:22 | 7:22 | 8:22 | 9:22 | 10:22 |
| Ato. | 6:32 | 7:32 | 8:32 | 9:32 | 10:32 |
| Berlin | 6:40 | 7:40 | 8:40 | 9:40 | 10:40 |
| White Horse | 6:58 | 7:58 | 8:58 | 9:58 | 10:58 |
| Ashland | 7:04 | 8:04 | 9:04 | 10:04 | 11:04 |
| Haddonfield | 7:16 | 8:16 | 9:16 | 10:16 | 11:16 |
| Kaighn's Siding | 7:42 | 8:42 | 9:42 | 10:42 | 11:42 |
| Cooper's Point | 7:57 | 8:57 | 9:57 | 10:57 | 11:57 |
| Vine St. | 7:57 | 8:57 | 9:57 | 10:57 | 11:57 |

Haddonfield Accommodation—Leaves Vine St. Wharf 9:03 a. m., 2:00, 4:40 and 11:15 p. m.; and Haddonfield 6:00 and 11:00 a. m., and 3:00 and 10:00 p. m.

Vineland Railway.

WINTER ARRANGEMENT.

The Vineland Railway is now open for Passengers and Freight business between Atsion and Greenwich. Freight will be received and delivered at Atsion, Winslow Junction, Landville, Main Avenue, Vineland, Bridgeton, Greenwich.

On and after MONDAY, Jan. 22, 1872, trains will run as follows:

For NEW YORK, and Intermediate Points
Leave Greenwich 6:00 a. m., Bridgeton 6:20 a. m., Vineland 7:00 a. m., Main Avenue 7:04 a. m., Landville 7:10 a. m., Cedar Lake 7:20 a. m., Winslow Junction 7:35, North Hammonton 7:40.

For PHILADELPHIA, and Intermediate points.
Leave Greenwich 8:00 a. m., 2:40 noon, Bridgeton 6:20 a. m., 3:10 p. m.; Vineland 7:00 a. m., 3:50 p. m.; Main Avenue 7:04 a. m., 3:55 p. m.; Landville 7:10 a. m., 4:05 p. m.; Cedar Lake 7:20 a. m., 4:20 p. m.; Winslow Junction 7:35 a. m., 4:45 p. m.; Leave NEW YORK, pier 23 N. R., foot of Murray street.

9:00 a. m., arriving at Atsion 7:15 p. m., North Hammonton 7:25 p. m., Winslow Junction 7:40 p. m., Cedar Lake 8:05 p. m., Landville 8:15 p. m., Main Avenue 8:20 p. m., Vineland 8:25 p. m., Bridgeton 9:00 p. m., Greenwich 9:15.

Leave PHILADELPHIA, Vine St. Ferry.
8:00 a. m., arriving at Cedar Lake 8:55 p. m., Landville 10:08 a. m., Main Avenue 10:15 p. m.; Vineland 10:20 p. m., Bridgeton 11:00 a. m., Greenwich 11:30 a. m.

3:45 p. m., arriving at Rogers (Hammonton), 7:25 p. m., Atsion 5:40 p. m.

6:00 p. m., arriving at Cedar Lake 8:55 p. m., Landville 10:08 a. m., Main Avenue 10:15 p. m.; Vineland 10:20 p. m., Bridgeton 9:00 p. m., Greenwich 9:15 p. m.

Freight received all day in New York and Philadelphia, and delivered next day at all points on the road.

Passengers for Hammonton can reach the south part of the town by changing cars at Winslow Junction, then on C. & A. R. R. 3 miles to J. W. MILLS Supt. J. SMITH RALPH, Gen. Freight and Ticket Agt.

REAL ESTATE AGENCY

LOUIS BULLINGER, 100 HANCOCK CITY NEW JERSEY.

I have established an office at this place for the sale of Building Lots, raw and unimproved Farmland, all kinds of goods produced in this place and vicinity, particularly traps, Wines, &c. All these was wise to sell may send me a special description of their property and articles with their lowest terms, and may be assured that good care will be taken for their highest interest.

For persons inclined to buy I wish to mention here, that I have now on hand for sale a good investment and "holes of Farmers" and Farms under cultivation, with all desirable accommodations, at reasonable prices and terms.

A call and examination will be heartily accepted and promptly answered by J. OLIVER, my attorney and assistant, at the above mentioned place.

Egg Harbor City, J. 29, 1872.

COCOAINE

A compound of Cocaine and Oil, for the relief of the most distressing cases of Headache, Neuralgia, Rheumatism, and other pains, and is sold by all druggists.

RUPTURE

Relieved and Cured by Dr. Sherman's Patent Apparatus and Compound, 400 N. Broadway, N. Y. Send for book with full description of the apparatus and compound, and the name of the nearest druggist, who will send you the apparatus, who please to have been examined by Dr. Sherman. He has no equal.

HAMMONTON!

A Few Facts Concerning It.

Mr. Editor: When I came to this country, being in the winter season, the general aspect of the land had to me such a sandy and barren appearance, it was a long time before I could convince myself that the soil was good for anything; soils of the same general appearance being really good for nothing in the north British Provinces from which I came. After a few months had run their course, however, after the genial spring (which sets in here early in the month of March) had dispersed the chilling frosts of winter which are never very severe in this country, I found that the soil with all its sandy appearance was good for something; that in fact it very readily responded to a moderate share of cultivation and manuring; that everything had a very rapid growth, far beyond what I had witnessed in countries farther north with a heavier soil, and apparently much more fertile.

As already stated the soil here very readily responds to a fair amount of cultivation and fertilizing. It requires a little manure often, but not more in the aggregate than would be required in a clayey, heavy soil, to produce a good crop. And let it be always borne in mind that less than one half the labor necessary in working a heavy soil is sufficient here to make it yield successful. One horse will till as much land in this place, as could possibly be accomplished in a different kind of soil with a pair of horses.

The land in South Jersey is principally adapted for fruit growing purposes, and in average good years more can be made from the soil in growing fruit than in any other way; yet it is highly adapted for farming purposes. With a considerable degree of culture and fertilizing it can grow very good wheat, a first quality rye, good corn at all seasons, potatoes of all varieties. As for sweet potatoes both in quantity and quality, I should think they were unsurpassed the world over; the nature of the soil being such as to produce them dry and nutritious even as flour itself. In rare instances 300 bushels have been produced to the acre; and from 150 to 200 bushels can generally be obtained.

Clover readily takes root in this soil. New land in its first years' tillage, by putting upon it from 20 to 30 bushels of lime per acre, will grow good clover with rye or any other grain. And this is the way in which large portions of farms in this place ought to be disposed of; because in the absence of manure of other manures, the land by this method would soon fertilize itself. In this more genial climate vegetable matters ploughed down decompose in far less time than in countries farther north. In our North British Provinces green sod must be ploughed down the year before, in order that the first crop may get the benefit of it, but here decomposition is so quick that it is sufficient to plough sod land, at the time of sowing the crop and the full benefit derived therefrom is quite available for that crop.

Hitherto settlers in this region have given their chief attention to the cultivation of fruit, but although some years the profits realized in this way are greater than could otherwise be obtained, yet as a permanent thing, taking one year with another, it is thought that by laying out a larger portion of small farms in grass and clover, which would enable the farmer to keep more stock, would in the long run remunerate even better than the method first spoken of. The healthfulness of our climate in South Jersey is scarcely to be excelled anywhere. Having abundance of clear, pure water to drink, and a pure bracing air to breathe, and extremes of temperature being far less than in many other places, the mercury in winter very rarely going down to zero, and not being hotter here in summer than it is in the month of August in more northern countries, all these circumstances combine largely to make this place healthy. Chills and fevers in this central or inland part of South Jersey are scarcely known, and if brought here exist but a short time. Many cases of persons far gone in consumption have been cured here. Very aggravated and long standing cases of asthma have been thoroughly cured. Sufferings from rheumatism have been greatly alleviated. Chronic dyspepsia has been cured time after time almost without number. For years before I came to this country I suffered considerably from dyspepsia, I had also weak lungs, which caused me to cough almost incessantly during the winter months; but now I can safely and candidly state that I have been cured of both. The improvement brought about in my health has by no means been accomplished by medical aids alone, but by a pure and bracing air; by using freely the different fruits in their season; by vegetable diet, and other hygienic measures; I conceive my health has been restored. Feeling grateful then to the land of my adoption for the many benefits it has conferred upon me, and desiring that many others whom it might suit to emigrate to this part of the world might be equally benefited, I have adopted this plan of giving publicity to these candid and honest sentiments. Candid and honest I wish to be, for I would be sorry to mislead any person by publishing and holding forth inducements to individuals which they were not likely to realize after coming here. I will therefore briefly state the classes of persons whom I consider would be chiefly benefited by coming to this place.

The class of persons whom I consider would be chiefly benefited by coming here, are: 1st. Those of some means who could bring some money with them, from \$2,000 to \$4,000 in hand, or a yearly income equal to the interest of that. This would be sufficient to purchase a comfortable home for them, and a little industry, knowledge and tact in farming on a small scale would ensure for them comfort and competency. 2d. Persons not enjoying very good health where they live and would wish to improve it. 3d. Persons who would regard their health rather than their wealth. 4th. Persons who would rather live quiet, easy lives with a competency, rather than toilsome, hazardous lives with the chance of breaking ones health or making a fortune. 5th. Those who wish to engage in a manufacturing business; rents and labor being cheap.

Fruit growing and farming on a small scale although requiring constant attention, have nothing in them of the same toil and labor that is required in newly opened countries to clear land and farm on a large scale. But I must not forget that it may so happen in this place when fruits turn out favorably, not too plenty nor too scarce, which medium I consider is most likely to realize a good market price, that many persons have made and still may make little fortunes. There are many things to be had in the inland parts of South Jersey which cannot fail to make this place very congenial to the ways and habits of a large number of persons. The climate may be said to be almost temperate all the year round. Not only that the winters are never very severe, but there are other circumstances in connection with this region which ensure dryness of atmosphere, more genial weather and sunshine all the year round, than is to be found in many other countries. The land being of a sandy nature is very absorbent, so that let it rain all night or all day, or even for days and nights together, wet and moisture soon disappear. Mud and muddy roads are unknown in this region, although they often prevail at certain seasons of the year in those localities. What a rich boon is this of itself to be free from muddy roads spring and autumn which are so prevalent in other parts of the world.

Snow storms are never very severe or of long duration in these parts, and the weather generally is not so cold in winter, but almost every kind of labor can be carried on; not excepting even tilling and ploughing the soil. As a general thing whatever snow falls at night is melted away by the warmth of the sun before mid-day. Of sunshine we have a great deal here even in the winter season, and the rays of the sun falling on the soil which is sandy, soon causes a very genial warmth to arise. How agreeable must all this be to persons who appreciate mild weather in winter! Persons, for instance, fond of gardening. Early as the very beginning of March they may make their hot beds, not with a view, as in many other places, of the seed lying dormant for a month or more, but with a hope of its almost immediately taking root and growing rapidly; and gardening of every description soon follows. And then persons have a long season of open weather before them (which although pretty hot at times is not more so than is to be found in more northern latitudes in the month of August.) This enables a gardener not only to produce one crop, but two if desirable.

And then of all places in the world this is the quietest and most peaceable. Although persons here, differ considerably both in religion and politics, yet there is this one thing peculiar, that one man so far recognizes the civil rights of another, that each may quietly sit under his own vine and fig tree, none having the power to make him afraid. Although few persons in this region now fence their farms or even their gardens, it is a rare occurrence that fruit or anything else is carried away. I could identify in many instances pears and peaches on trees along the very pathway, and allowed to come to maturity, then to be safely gathered by their owner.

Hammonton, which is 29 miles south of Philadelphia contains from 2,000 to 4,000 inhabitants in a compact township. This place abounds with neat cottages and well laid out streets, in many places beautifully ornamented with trees along the sidewalks. There are quite a number of elegant residences with small farms of from 10 to 20 acres for sale throughout the Hammonton tract. There could be bought on reasonable terms to suit almost every variety of purchasers. Hammonton, from its healthfulness and proximity to one of the principal cities in the States is destined ere long to become thickly settled. Catholics, Presbyterians and good society and churches, Episcopal, Methodist and Baptist are represented.

I am very truly, W. SWANNY.

Late Minister of the Episcopal Church at Hammonton and Waterford.

HAMMONTON.

Atlantic Country, New Jersey.

A WONDERFUL WAY.

Thirty Miles of Subterranean Chamber.

A Famous Engineering and Mining

Project.

Recent accounts of the wonderful cave

discovered in the mountains of

Missouri have been published, but the

Chicago Times has a letter five columns

in length which describes it more fully.

The following extracts are interesting:

"This cavern, which is situated about

seven feet wide by four in height,

is situated in the rugged side of a ravine

blasting with a fine blast. The

mouth of the hill the side leads

the way for a distance of about

twenty feet in height, filled with

basalt. This chamber, as well as the

judged, is about one hundred and fifty

yards in circumference, and at least forty

feet high. The ceiling is of an

irregular shape with rude openings in

the walls leading away probably to

other subterranean regions far beyond

the entrance of the cave. The

entrance of the cave was made from

the side of the hill, and is a

square opening from the low passage

which opened into the foul dungeon-like

passage beyond. This vault resembled

in general outline the other chambers

of the cavern, but it was

marked by a doorway, massive

arched doorway, regular in height and

width, and of the same height and

width as the other chambers.

The doorway was made of

stone, and was supported by two

columns of the same material.

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A STORY ABOUT MENDELSSOHN.

The history of the early American

adventures of Mendelssohn has its

origin in the country of Poland.

It is a story which has been told

in many a tale, and is one of the

most interesting of the kind.

The story is told in a way which

is both interesting and instructive.

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THE MYSTERIES OF ROME.

Various reports have been published

concerning the discovery of a

subterranean passage in the

city of Rome, which is supposed

to be a relic of the ancient

city of Rome, and is supposed

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THE HISTORY OF THE GERMAN

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is a close connection between the

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OUR REGIMENT MARINE.

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