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Five Cents per Copy

Insurance.

MILLVILLE

Mutual Fire Insurance Co.,

MILLVILLE, N. J.

Assets May 1, 1873, as follows.
PREMIUM NOTES, \$925,960
CASH ASSETS, 145,228
TOTAL, \$1,071,188

Insurance effected for the

Term of TEN Years

AGAINST LOSS BY

Fire and Lightning;

and for one and three year term when desired. The Premium Notes required by this Company, are but one-half as large as other Mutual Companies in this District, while the Cash Payment is the same.

Farm Buildings and Contents will be insured at the very lowest rates.

All losses are promptly paid.

NATHANIEL STRATTON, President.

FURMAN L. MULFORD, Secretary.

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H. E. BOWLES, M. D.,

Hammononton N. J.

The Cheapest

AND

The Best!

Life Insurance at Actual Cost

THE NATIONAL LIFE INSURANCE COMPANY OF CHICAGO, it invites the attention of those contemplating insuring their lives to its

Mutual or Reciprocal

PLAN, which enables even the poorest man provide for his family in case of death, without depriving them of the necessities of life, as do many who endeavor to pay the high premiums of old life companies, who charge for Assurances Double Losses Which Never Occur, and then add a heavy loading for extravagant expenses. On this plan you only pay for the death benefit actually experienced, and as they occur, with a small fixed sum for expenses. Call on the agent for circular fully explaining this system.

The Practical Results!

Since its organization in 1870, the NATIONAL has paid in death losses \$57,760, at a cost to the deceased of \$701.90 in premiums. Old Life Companies would have paid for the same premiums \$21,221, showing a gain by insuring in the NATIONAL of over \$36,539.

The Capital and Securities of this Company are sufficient to comply with the Insurance Laws of any State in the Union.

Wm. Lombard, Pres. H. J. TREN, Sec'y

H. E. BOWLES,

Agent for Atlantic County, New Jersey.

GERMANIA

INSURANCE COMPANY,

No. 781 Broad St.,

NEWARK, N. J.

This Company insures against loss or damage by fire upon all descriptions of insurable property—buildings, furniture and merchandise—at rates as low as consistent with safety.

OFFICERS:

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Agent for Hammonton and Vicinity.

INSURE IN THE

Co-Operative Mutual

LIFE

INSURANCE COMPANY,

OF THE

County of Lancaster, Pa.

The Best and Cheapest Life Insurance in the World.

Everybody can make provision in case of death. STRICTLY MUTUAL. CHARTER PERPETUAL.

Inquire of R. & W. H. THOMAS, Hammonton, N. J.

Local Advertisements

HAMMONTON

HARDWARE

STORE

AND

FURNITURE DEPOT.

The subscribers keep constantly on hand a general assortment of goods in their line, comprising nearly everything usually called for in a country Hardware or Furniture Store.

We

propose

hereafter to

sell our goods at

the lowest Cash Prices,

and to enable us to do so,

we must sell for ready pay.

Thankful for past favors,

we solicit a continu-

ance of the same

liberal patron-

age that

we have had in the past.

M. D. & J. W. DePuy.

Jan. 3, 1873.

1000 Acres

CHOICE

Cranberry Lands

Situate near

ATION STATION

In the

TOWN OF HAMMONTON,

and adjoining the land of the

Hammonton Cranberry and Improvement Association.

These lands are among the Best in the State.

having all facilities for

Flooding and Draining,

are easily and cheaply cleared and

ADMIRABLY LOCATED.

for COMPANY or INDIVIDUAL PURPOSES

Lands shown free of expense and all information given by

G. F. MILLER.

BELLEVUE AVE., HAMMONTON, N. J.

See Richards' "Cranberry and its Culture."

Sent free receipt of



PIONEER STUMP PULLER

Having reserved the right to manufacture and sell this Favorite Machine in the counties of Camden, Burlington, Ocean, Atlantic and Cape May, I hereby give notice that I am prepared to fill orders at the following rates:

NO. 1 MACHINE, \$85.00.

NO. 2 " " 55.00.

These Machines are Warranted to be the BEST in the market.

For particulars send for circular.

G. W. PRESSEY,

Hammononton, N. J. Inventor & Manuf.

20-11

GEO. W. PRESSEY

AGENT FOR THE

CUMBERLAND

Fire Insurance Co.

PRINCETON N. J.

Restoration of American Commerce

Twenty-five years ago the mercantile marino of the United States was in its glory. Our clipper ships exceeded in size and speed those of any other nation, and served as models for the shipbuilders of England. The opening of trade with Japan in 1853 increased the extent of our commerce, until in 1860 our tonnage was greater than that of any other country on the globe. In this condition of our commerce the civil war came upon our people and dispersed the fruits of their enterprise to the winds. It is the fashion of the democratic press to charge this loss upon the republican party. The state of American ocean trade in 1860 is compared with its ruinous condition to-day, and because republicans have been in authority since that time they are accused of the work of destruction. It were sufficient to laugh at such folly, if it were not calculated to mislead the ignorant, and thoughtless. It was a democratic rebellion that drove our flag from the ocean. Democratic pirates, flying the stars and bars, burned the vessels of northern merchants, or compelled their sale into the hands of foreigners. The men who organized and headed on the rebellion are all, to-day, within the democratic party, and the despoiling of our commerce is their sole work. But this is not the time to pursue this subject.

History will assign to the authors of a causeless war the full measure of their responsibility. The work of the hour is the restoration of American commerce. The timber and the iron are ready for the building of new fleets. An army of workmen stand prepared to begin their task of construction. The harbors of the world are open to the winged messengers from our ship-yards. Money is not lacking for any enterprise that will pay. And now the question is, how the work of restoration can be accomplished. There is but one fully organized line of steamships that fly the flag of the United States—the Pacific Mail line. Its fleet of forty steamers control the commerce of the Pacific, and has built up an increasing trade with South American ports that may be extended to advantage. The ships compare favorably in size, speed and finish with the best of the vessels launched from British ship-yards, and prove that the United States has the experience and skill necessary for supplying any fleets that may be needed.

This being true, it is a pity that so many of the ship-yards, foundries and machine shops have so long been idle, instead of giving employment to the thousands of mechanics and laborers. The whole community feels the loss of the money that would have been spent at home to sustain the agencies necessary to ship-building, not to speak of the surrender of capital and pride. It is too late to recall the past, but it is time that a determined effort was made to make the American ship-yards again a source of pride and profit to the people. In other countries the government has been liberal in subsidizing the various lines of steamers that have monopolized trade on the Atlantic and in the east. Here there has been a cheap and ill-considered out-cry against subsidies to the men and corporations that would restore our commercial supremacy. This illiberal spirit has been fostered by demagogues and by a partisan press.

Yet the only door to the establishment of line of steamers that shall be able to cope with the marine of other nations, lies in congressional aid. If it be urged that this help will be liable to abuse, then by the same reasoning it would be advisable to refuse aid to the navy or army, or any other institution that comes under government care. Wise statesmanship will guard against any such abuse, while it endeavors to redeem what has been lost through a lack of patriotic liberality. Congress has been seriously deliberating the idea of spending untold millions in building a canal across the isthmus of Panama for ships that we do not own. It would be a waste of life and money. Far better would it be to make the investment in steamers that shall carry the products from our ports, under our flag, to every quarter of the globe. Such a policy fearlessly followed, would be really progressive. It would build up again the commerce that the loss of our own house has destroyed. For this work the laborer waits and the capitalist holds his purse in readiness to share it. —N. Y. Commercial Advertiser.

The story of the Warren County voter who sold his birth right for a dollar note, and now wishes he hadn't, is told because his ballot was handed him with the note folded inside, and in his haste he voted both together, recalling the fact that in Somerset some three years ago, a good citizen sold his vote for an order for a pair of boots, and when he went to the poll he deposited the order for the boots instead of the ballot which had been handed him by his purchaser.

John D. White, member of Congress elect from Kentucky, will be the youngest member of the House of Representatives, having just barely attained his twenty-sixth year.

The Third Term.

In view of the revival of the Third Term discussion, which we supposed would be discontinued after the election, but which has still a fictitious vitality, the Tribune has interviewed Vice President Wilson, who was then in New York. Mr. Wilson said with decided feeling and emphasis:

"For my part I would oppose with all my strength the election of any man to a third term, were he the best who ever lived in this country, except in the face of a peril to the country so great and threatening that I would be willing to advocate it to avert a plain and direct violation of the Constitution—a violation that should be acknowledged and condoned. Only if there were no other means to save the country should any man be chosen to a third term."

"These elections have settled the third term question for the next hundred years."

We only differ with Mr. Wilson's opinion in that we believe the question was settled long before the election, and that it was only put up and used as a peg upon which to hang excuses for active hostility to the party, arising from a deep and general discontent and restlessness of change, which resulted in a silent protest, the power of which no observer however intelligent could have estimated. And some of the issues on which the election turned were equally silent—as, for instance, in this city and in fact throughout the State, the Reform School. It was never mentioned in the canvass, yet it turned a multitude of votes. As to the Third Term, we repudiated it doubly, first as a humbug, and second as a political immorality. Early in October we took occasion to say in language very similar to that used by Mr. Wilson, and in meaning identical with his:

The proposed third term would be a violation of precedent which would defeat itself, unless it could be shown to the voting people that we are in some grave and perilous emergency, and that the safety of the country depends upon the continuance of some one man in power. Even such a stress, so strong and so powerful is the argument of the precedent established by Washington, that the propriety of a third term would be severely questioned even in the face of a new rebellion or other fearful crisis. Upon this point the sentiment of the people is clear and decided. We so much believe that it has been always so, that we do not yield to Washington the high need of praise bestowed upon him for declining a third term, for we do not believe that he could have been elected. A pivotal principle was involved. The country, with all its reverence for that godlike man, did not believe that all the brains and statesmanship of the nation were covered by his hat, and he hid the sense to leave his work when he had finished and when the prestige of his name was no longer an essential means of salvation. He could leave the cause to his colleagues before death as well as after. —Sentinel of Freedom.

A Strong Party Still.

To listen to the inordinate boasts and frothy rejoicings of the party who carried six States for their last candidate for President, and who have now been temporarily made successful by Republican votes, it might be supposed that they had literally swept the country, and annihilated opposition. It might be presumed, on hearing their unmeasured boasts of success, that the Republicans had not carried any States at all in the recent elections. So far is this from the truth that, even conceding to the Democrats States like Pennsylvania, where they have only a few hundred majority in a total vote of over six hundred thousand, and other States like Alabama and Louisiana, where rebellion, violence, intimidation and every outrageous means was used to produce a Democratic majority still, even giving up all such States, there is a list of fourteen which the Republicans have carried at their last elections, electing the Legislature, and a majority or all of the State officers in every one of them. We give here these States:

Iowa.
Maine.
Kansas.
Nebraska.
Florida.
Vermont.
New Jersey.
Minnesota.
Mississippi.
Rhode Island.
Massachusetts.
South Carolina.

Now this is a very fair Republican list, after all, in such a terrible storm of Democratic bragging— isn't it? Nobody denies that the Republicans have suffered great losses. But they had great possessions. Nobody denies that the Democrats, tho' not by their own strength, have made great gains. But they had all to gain, and little to lose. And admitting that our reverses have been severe, and such an admission as of the necessity of neither waiting our resources nor committing new errors, still the strength of the Republican party, in the midst of disaster, remains not only respectable but great. The States which we have named, and which the Democrats could not capture, even amidst the recent demoralization give 94 electoral votes, and 184 will elect the next President. Now just observe that the Republicans only need the following States: Pennsylvania, 20 votes; Ohio, 22; Indiana, 13; Illinois, 21; New Hampshire, 9;—all of which and many more they will carry, beyond doubt, under any circumstances now likely to occur, and they will then have 186 electoral votes, or two more than they need to make the President!

No Republican need be disheartened. He only needs to be thoroughly waked up, and to put his hand earnestly to the work of reorganizing, strengthening and regenerating his party. Dress the ranks, correct errors, and recruit rather than deplete the army, and we shall carry the election in 1876, as we did in 1860, 1864, 1868, and 1872. Victory is to be had. The Republican party is powerful, and full of vigor. With fourteen States at its back, and a long list only temporarily surrendered, it has no cause for discouragement. —Wilmington Commercial.

Postal Statistics.

The growth of our postal system is simply an index to the growth of other interests.

In 1790 the number of post offices in the United States was 76, the length of post roads in miles was 1,876 miles, the postal revenues amounted to \$37,935, and the expenditures to \$32,140. That was the day of small things in our postal system.

In 1800 the post offices had risen to 903 in number and the length of post roads to 20,817 miles. The revenues were \$280,904 and the expenditures \$231,904. This shows a remarkable increase in ten years.

In 1810 the number of post offices was 2,300, the length of post roads was 36,070 miles, the postal revenues were \$551,684 and the expenditures were \$195,989. In 1820 the number of post offices was 4,600, the length of post roads was 72,492 miles, the postal revenues were \$1,119,927, and the expenditures were \$1,169,026. In 1830 the number of post offices was 8,450, the length of post roads was 115,176 miles, the postal revenues were \$1,919,300, and the expenditures \$1,959,109. In 1840 the number of post offices was 13,488, the length of post roads was 155,739 miles, the postal revenues were \$4,545,321.02, and the expenditures \$4,718,325.64. In 1850 the number of post offices was 18,417, the length of post roads was 178,672 miles, the postal revenues were \$5,499,986.89, and the expenditures were \$5,212,953.43. In 1860 the number of post offices was 28,498, the length of post roads was 240,504 miles, the postal revenues were \$9,218,067.40, and the expenditures were \$14,874,772.80. In 1870 the number of post offices was 28,498, the length of post roads was 240,504 miles, the postal revenues were \$19,772,220.65, and the expenditures were \$23,995,637.43. In 1873 the number of post offices was 33,244, the length of post roads was 256,210 miles, the postal revenues were \$22,998,741.57, and the expenditures \$29,084,945.67.

These figures give the progress by decades of the postal system of the United States since 1790, covering a period of eighty-three years.

Pennsylvania's Railroad Regulations.

The Pennsylvania Railroad Company has for several months been perfecting a system by which the Company's interests may be advanced generally, and the comfort and safety of the traveling community be increased. A new set of rules has been devised for the government of the Company's employees, and among the regulations are many that will give great satisfaction to travelers. The following are some of the most important:

Newsboys on trains will not be permitted to individually importune or annoy passengers, but may announce, in a low voice, at intervals not exceeding four times in each car, the articles offered for sale. Nor will they be permitted to deposit their papers, books, &c., upon the seats of the cars, or in the laps of the passengers.

Passenger conductors must seat passengers and see to their comfort and enjoyment as much as possible; see that none stand on the platform or ride on baggage, mail or express cars; put off passengers refusing to pay at the next station; nor permit drunken or disorderly persons on trains, nor allow profanity.

Baggage agents and masters must handle baggage carefully; the former to charge for extra weight invariably; the latter to carry only such packages, bundles, money, &c., as the division superintendents authorize. No tickets to be sold to persons so intoxicated as to be incapable of taking care of themselves, or who, by reason of such condition, might risk their lives by traveling; nor to any one incapable of self-care.

A MAMMOTH IN WISCONSIN.

The people of Racine County, Wis., are interested in the discovery of the remains of a mastodon in the town of Dover, about two miles and a half from Rochester. A Mr. Lionfeit was engaged in digging on the farm of Mr. Hootman, when he struck a bone of large proportions. The fact was brought to the notice of Messrs. F. E. Wells and F. S. Perkins who took with them a gang of four men, marked off a space fifteen by twenty feet, and succeeded in finding the remains after digging down through twenty-two inches of peat, twelve inches of hard-pan and another layer of peat, twelve inches deep. The bones rested in clay, and were found in a partial state of preservation. The party took out a rib 8 feet in length and a portion of the vertebra 9 1/2 inches in diameter. They also got out one of the tusks, and found it to be in a fair state of preservation. It measured 4 feet 2 inches in length, and 16 inches in circumference at the large end. The other tusk was partially decayed, but was gathered up with other remains of the mammoth, and formed part of a load of four one-bushel baskets of bones.

