

222

THE BULLETIN
OF THE
OXFORD SECOND
PRESBYTERIAN
CHURCH

OXFORD, NEW JERSEY



Rev. Andrew Gilbert Yount, Ph.D.
Pastor

*Come unto me, all ye that labour and
are heavy laden, and I will
give you rest.*

*Take my yoke upon you, and learn of
me; for I am meek and lowly in
heart: and ye shall find rest
for your souls.*

*For my yoke is easy, and my burden
is light.*

Matthew 11:28-30

STATED MEETINGS OF THE CHURCH
SUNDAY SERVICES

Sunday School, 9:30 a. m.

Church Worship, 10:30 a. m.

Young People's Meeting, 7 p. m.

The Trustees meet on the first Tuesday of the month.

The Ladies Aid Society meets on the first Wednesday of the month, at 2:30 p. m.

The Lord's Supper is observed at Easter, and on the second Sundays of July, October and January.

The Annual Business Meeting comes in last week of March.

CHURCH OFFICERS

Elders—Abram Pittenger, Elisha B. Foss, Edward T. Green, Lewis Bergenback.

Trustees—Harry Miller, James Radel, George Docker, Jr., Charles Renner, Fred K. Sarson, Lewis E. Green, Edward Sharps, Charles Dux, Benjamin Green.

Treasurer—Lewis E. Green.

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SUNDAY SCHOOL

Superintendent—E. B. Foss.
Asst. Superintendent—Mrs. Edward T. Green.
Treasurer—Miss Ida Smith.
Secretary—Alvin Renner.
Organist—Elizabeth Zapp.

LADIES AID SOCIETY

Honorary President—Mrs. Charles Renner.
President—Mrs. Benjamin Green.
Secretary—Mrs. Clark Wilkinson.
Treasurer—Mrs. Lewis E. Green.

YOUNG PEOPLE'S SOCIETY

President—Emily Austie.
Treasurer—Chris Seiple.
Secretary—Helen Snyder.

CHOIR

Leader—Mrs. Edward T. Green.
Organist—Mrs. Benjamin Zapp.

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Bulletin No. 222. August 5th, 1934

Morning Worship

Doxology and Invocation

Psalm 53 sel 19

Hymn 53

Creed and Gloria

Scripture Lesson

Prayer

Anthem

Offering

Hymn 115

Sermon

Hymn 245

Benediction

Prayer

"O God, the fountain of Peace, save us from the misery of groundless fears and restless anxieties. Lead us into the secret of thy peace which quiets every misgiving and fills the heart with joy and confidence. Deliver us from the and emptiness of a hurried life. Grant us to possess our souls in patience.

Amid the storms and stress of life, let us hear a deeper voice assuring us that thou livest and that all is well.

The Rev. Dr. Samuel B. Cooper, of Belvidere passed to his reward on Saturday, July 28th. Death came suddenly while he was sitting on the porch, but not unexpectedly to the family for his heart had been giving him much trouble for some time.

The people of our church will join in sending sincere condolences to the family, for Dr. Cooper ten years ago was the Moderator of our Session and often preached and ministered to them in many ways. He was a genial, lovable and noble minded Christian, as well as a gifted and highly cultured minister of the Gospel.

Many Oxford people will remember the Rev. Dr. William Hampden, Pastor of the M. E. Church about forty years ago.

His death took place last Tuesday in Belvidere. He preached in our Church about a year ago, on the occasion of the visit of the Men's Bible Class and Chorus, of the 2nd Presbyterian Church of Belvidere. He was a forceful Gospel preacher.

Scranton, 75 years ago.

The Car Wheel Foundry

By George Weber

I was much interested in reading the clipping supplied by Mrs. W.A. Hornbaker.

It brought back to me memories of many years ago. One is that I went with my father to Scranton, it must be 75 years ago. Judging from what little I can remember of the trip, I could not have been five years old. I remember of boarding the train at the old brick Depot west of the old furnace and of arriving in Scranton which at that time consisted of one street called Lackawanna--in fact that was the name of the town. That street ran parallel to the rail road, and very near to it. I think it is called Lackawanna Avenue yet. In addition to that street there was a small settlement off in a south-westerly direction called Shanty Hill. That was all of Scranton at that time.

I hesitated to make this statement about the size of Scranton 75 years ago, when at the 1930 census it had nearly 145,000 population, which makes my statement almost unbelievable. But when I read in the clipping above referred to that in 1840 'Slocum Hollow consisted of three stone houses and a mill,' one can easily believe that 19 years later it had grown only in size as I have stated.

At the time of which I am writing the Oxford Tunnel had not been cut through, and the trains ran over the hill instead of through it. The railroad went from the aforementioned Depot over the valley on a high trestle through where the pond now is, and about where the blast furnace was located.

When the Rolling Mill was being built if any one would have told me that I should live to see it razed, I or no one else could have believed it. And that is true also when later the new furnace was built.

One of the important buildings connected with the history of the old furnace was the Foundry for casting railway car wheels, which for a time was the main products of the furnace works. Fortunately we have an authentic record of the enterprise, written, by Charles Scranton, at that time president of the furnace company. The foundry was built in 1849-1850, and the first wheels were cast in 1850. Here is Mr. Scranton's own account of it printed in 1881, in Snell's History of Sussex and Warren Counties.

"The firm of George W. & S. T. Scranton continued until 1844, when the writer (Charles Scranton) became a partner. Meanwhile, the business grew at Scranton, both G. W. & S. T. Scranton moving to that place.

The writer in 1847 bought their entire interest at Oxford, and in 1849 purchased of the late Hon. William P. Robeson his entire estate about Oxford, and, taking into partnership again his two brothers and Hon. William B. Dodge, the new firm of Charles Scranton & Co. erected, in addition to their other work, a carwheel foundry, which they carried on until 1858, when both the writer of this and William Dodge sold their entire interest to George W. and Selden T. Scranton. It should be stated right here that the first car-wheels made in 1850, were carted from Oxford to Scranton over the beech-woods route, sixty-eight miles, in order to give the Lackawanna and Western Railroad Company cars to commence running coal-trains to Ithica for the opening of its business, and for the equivalent of three cents per pound, delivered (The writer has a vivid recollection of teaming in those days). In 1858, Col. G. W. Scranton was elected to Congress, and S. T. Scranton resigned as president of the Lackawanna Iron and Coal Company and removed to Oxford to take charge of the new purchases."

Mr. Weber's trip to Scranton 75 years ago (1859) must have been very soon after the railroad was completed for the Oxford section was not completed till 1856, and the other probably later. But the letter gives a good picture of conditions existing at that time. No wonder that elderly persons who have lived through such changes find it difficult to realize it all, and like to read and talk about it.

The Car wheel foundry still stands opposite the old Mill (now the Methodist Church), and is owned and used as a Garage by Mr. Harry Miller.

It was formerly used as a livery stable and when it was last used as a foundry we have no means of learning. But it was built of stone and will last indefinitely unless torn down. It should be kept intact as it is 85 years old and has a good history

Old Mines (continued)
by Patrick Kempsey

In my last remarks on the group of mines, I gave a brief sketch of the Quinn Slope. So we will move a few yards from this point to another slope. I cannot give its name or tell who sank it, as I was away from town at that period.

On the same line of these two slopes we have another called No. 4 Slope, which was sunk in the early eighties. Wm. Pool was supt. He died many years ago in Scranton, Pa. This Slope is more distant from the others--several thousand feet from the main group. Then we go 1000 feet farther south and find a vertical or straight shaft which was sunk by James Martin, who died a few years ago in Wash. N.

He also had charge of the Washinton mines. This shaft was operated only a few years, as the ore was a low grade.

They built a narrow guage steam rail road from a point near the ore kilns, about a mile in length, to bring the ore to the blast furnace. Search for ore, beginning at the Baltas Milberger shafts, you can trace a mark where in the early days they dug a trench like that of the Welsh mines similar to a railroad cut and kept it on a level so the water would run off of itself, as there was no means to pump it out. It was a hard and tedious way to get a small amount of ore to make iron. For this reason the early settlers and pioneers were compelled to use poor wooden implements where now iron and steel are commonly used, and so in all walks in life. The great change is due to the improvement in the inventions and mechanics of mining, rendering iron products plentiful and cheap. So we must give praise to the men who kept at the hard task until they mastered it. Now we have merely to beckon at it when it comes to us.

I do not think there is any way of getting at a true history of this early mining. There is nothing in early New Jersey history that makes the matter clear. As a boy I often heard very old men say they could find nobody who could recollect or give an account of this work.

EDWARD T. GREEN

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