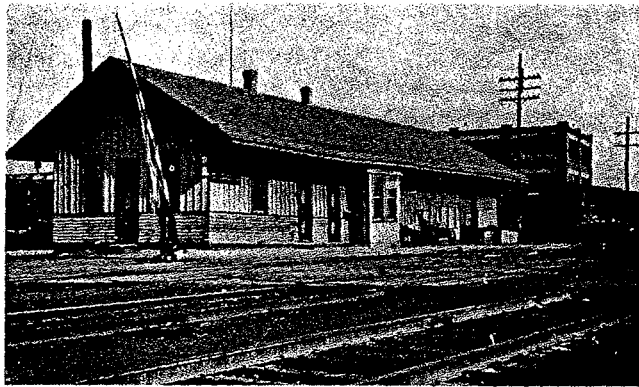


workmen and plans had progressed so far that a Church site had been selected for those colonists. The building of the railroad attracted many people and for a time this was a lively community. Andrew Nichol sunk the first shaft - which unfortunately was a failure and Jessup for a time fell into decay. Many of the buildings torn down and the wood from the buildings used in Olyphant which was then beginning to boom.



D & H Station Jessup Pa.

The railroad entered into contract to haul coal from the Birdseye operation in Archbald but became embroiled in a legal tangle which caused the contract to be abandoned and so too the railroad. The "Spitfire" one of the locomotives on the railroad was one of the two original engines used on the D. L. and W. Railroad. For a time the railroad from Jessup to Dunmore was a generally patronized means of travel from Carbondale to Scranton. The trip from Carbondale to Archbald was over the Gravity and thence by the Lackawanna "Spitfire" pulling the primitive passenger coach to Dunmore. In 1874 the Winton branch of the D. L. and W. was built to haul the coal from operations in Winton. The prime mover in this project was W. Winton, a Scranton banker. The Pierce Coal Company breaker was built in 1872 by George Filer and Thomas Livy. The company bought 1100 acres of land from the heirs of Charles Wurtz of Philadelphia. The Filer breaker built in 1874 and the first coal shipped in 1875.

Jessup had a new spurt of growth when

new mines were opened and outstripped Winton Village in expansion.

W. J. Burk was the first burgess; Henry Howell and James Loftus were the first Justices.

Morton Stevens and Company in 1878 established a joint manufacturing plant at Winton and worked a vein of mineral paint on the Daniel Brown Tract. This was said to be the only vein of its kind in this part of the state. The plant has long since been discontinued.

Elected in 1880 were: Burgess, P. F. McAndrew; councilmen, J. F. Loftus, James Ward, Michael Howard, Martin Lynch, Martin Walsh, Michael Sweeney; school directors, W. H. O'Connor, W. J. Burke, John Ward, John Walsh, J. E. McDermott, Thomas Gallagher.

Families who were prominent in early days and some of the descendents are: William Mackey, Michael Andrew, Thomas Ward, Thomas McAndrew, Owen Finnerty, Philip Scanlon, John Gilroy, Patrick White, Owen Costello, John Neary, Peter Burke Jr., John Gibbons, Edward Burke, John Smith, Peter O'Berne, and Peter McGurl.

The Pierce Coal Company Breaker was erected by Filer and Livy in 1872, at a cost of about \$50,000 and sold to its present owners in 1877 for \$22,000 which included 18 acres. The coal is mined from drifts in Archbald, some two miles north of the breaker, the mine being connected to it by a railroad. The workings extend about a mile and a half from the opening and one shaft is sunk about 92 feet. The vein of coal worked is the Archbald vein, 9 feet thick. The number of men and boys employed is 237. Two mine locomotives are in use, and one breaker and 2 pair of hoisting engines. The capacity of the breaker is 868 tons daily; average production is 500 tons. Operations were begun in December 1877 and to January 1880, the total shipments were 170,000 tons.

The **Filer Breaker** - This colliery, on the Elizabeth Rought Tract, was erected in 1874. First coal was shipped in May 1875. George Filer and Thomas Livy were builders and owners. 500 men & boys worked there. Breaker put out 800 tons daily.