

possession of the office immediately. He has many warm friends and supporters in his party, who have been most happy to give him their patronage and support, and the wisdom of their selection and recommendation has been shown in the manner in which he has conducted the affairs of the office. Mr. Moyer is an Odd Fellow; is Past Officer of the Knights of the Golden Eagle, having represented his lodge in the Grand Lodge, and is a member of the Patriotic Order Sons of America, being one of the founders of the lodge and Past Officer. For one term he served on the Grand Jury, and, in brief, has been in many ways before the public in leading roles. A member of the Reformed Church, he is one of its active workers and is Superintendent of the Sunday-school.



WILLIAM R. THOMAS has for many years enjoyed a reputation not only as one of the finest mechanics in Catsaunqua, but also as a man who is thoroughly posted in public affairs. He is now in the employ of the Davies & Thomas Company. A man of more than ordinary ability, he has had a vast amount of experience in his work, and every transaction is characterized by good judgment. He was born in Glamorganshire, Wales, May 30, 1829, and is the son of Hopkin Thomas, whose life history will be found in the biography of James Thomas. The paternal grandfather of William R. Thomas, who was also a native of Wales, was a miller, which occupation he followed in his native land during his entire life.

Hopkin Thomas, who was also a fine machinist, crossed the Atlantic in 1834, and located for a time in Philadelphia. Thence he went to Beaver Meadows, where William R. Thomas, his son, received his education in the district school, and when sixteen years of age learned the machinist's trade in the shops located there. He remained there until attaining his twentieth year, when, desiring to perfect himself in his line of work, he

went to New York City and received special instruction in the navy-yards. For two years he worked there, and in 1854 emigrated to La Salle County, Ill., and thence to Amboy, where he engaged as an engineer on the Illinois Central Railroad, running between that city and Centralia.

After a service of two years on the road Mr. Thomas' health failed, and he returned to this city, and after recuperating entered the employ of the Crane Iron Company as master mechanic, remaining with them until 1868, and only leaving their employ to become a partner in the McKee, Fuller & Company Car Wheel and Axle Works. He was Superintendent of the plant for two years, when he disposed of his interest in the business, and became connected with the Coleraine Iron Works in the building of furnaces, managing the work shop until 1875. That year he went South to Georgia, where he built the Rising Fawn Iron Furnace in Dade County. From there he went to Helena, Ala., and superintended the operations of the Helena coal mine for a month. At the expiration of that time he returned home and accepted the superintendency of the Coleraine Iron Company for one year, after which he went to Hokendauqua to fill the same position for the Thomas Iron Company. After being seven years in their employ he was, in March, 1887, made Superintendent of the Crane Iron Company, and continued in this position until 1891, when, in company with A. and C. H. Fuller, he started the Globe Metal Works. With this he was connected a year, when he sold out, and, coming again to this town, became connected with Davies & Thomas' Foundry and Machine Works.

William R. Thomas was united in marriage in Janesville, this state, in 1856, to Miss Martha Mayhew, a native of England, and the daughter of Francis Mayhew. Of the nine children who were born to them eight are now living: James, a machinist in this city; Katie, Mrs. Agthe, of Philadelphia; John, a chemist in this place; Helen, Irene, Mary, William and Fritz, at home with their parents. Frank, who was Superintendent of the Franklin Iron Works in New York, died in that city.

In social affairs Mr. Thomas is a Free and Ac-

cepted Mason, a Royal Arch Mason and Knight Templar. Politically he is a supporter of the candidates of the Republican party, and although not actively interested in political affairs, he maintains a deep interest in everything calculated to promote the best interests of the county, and is a loyal and public-spirited citizen.



**J**OSEPH J. MOYER, a well known resident of Treichler's, was formerly conductor on the Central Railroad of New Jersey, running between Easton and Scranton. He was born in Easton, May 5, 1840, and is the son of Joseph J. and Catherine (Sierfass) Moyer, the former born in Lehigh County, and the latter a native of New Jersey.

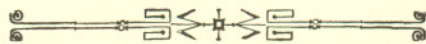
The father of Joseph J., of this sketch, was a miller by occupation, and resided for nearly a quarter of a century in Springtown, N. J., where he followed his trade. He died at Phillipsburg, that state, in 1877. He was an ardent admirer of Democratic principles, and never failed to cast a vote in favor of that party's candidates. His widow is still living, making her home in Phillipsburg, where she has passed her eightieth birthday. A daughter and three sons are still living: Amos; Elizabeth, now the widow of Samuel Arndt; John Z.; and Joseph J., who was next to the youngest. The youngest was Jacob B., now deceased.

Joseph J. Moyer, the subject of this record, was four years of age when his parents removed to Springtown, where he was reared to mature years. He carried on his primary studies in the public schools of Springtown, and later attended school at Riegelsville, this state. When a young man he learned the miller's trade from his father, and followed it profitably for several years. In 1865 he accepted the position of conductor for the Lehigh & Susquehanna Railroad Company, running between White Haven and South Wilkes Barre, which was subsequently merged into the Central Railroad of New Jersey. He punched the first ticket on

the Lehigh & Susquehanna Road after the Lehigh Coal and Navigation Company assumed control of the road. A steam engine of the regulation kind was used, and where they struck the mountain the train was let down about thirteen hundred feet on the grade from Ashley to South Wilkes Barre, a distance of two and one-half miles. The route when Mr. Moyer was made conductor covered about thirty miles, but the road was subsequently built to Scranton and Easton.

Mr. Moyer remained in the company's employ until the spring of 1893, when he resigned, and located in Treichler's, where he is living retired. He is a staunch Democrat in politics, and is socially connected with Blue Lodge No. 52, F. & A. M., of Phillipsburg, N. J.; belongs to Eagle Chapter No. 30, at the same place, and Commandery No. 45 at Wilkes Barre, and is a member of the Scottish Rites at Bloomsburg—in all of which orders he takes an active part.

The marriage of Joseph J. Moyer with Miss Emma Hartman was celebrated in 1869, or about that date. She was born in Wilkes Barre, and became the mother of a daughter, Kate, who is the wife of F. A. Day, and a son, Samuel E., a veterinary surgeon in Michigan. The wife and mother died in 1873, and Mr. Moyer was married in 1877 to Mary E. Drinkhouse, of Easton. Two children were granted them, Christie M. and Edith R. Mr. Moyer's present wife, whom he married in August, 1893, was prior to her marriage Rose C. Caston, of Mauch Chunk.



**W**ILLIAM H. KASTEN, M. D., is a fine representative of the young physicians of Carbon County who are successfully engaged in the practice of their noble calling. He is a young gentleman of marked enterprise and much ability, and an honorable and remunerative career appears to lie before him in the field of medicine. He is also the proprietor of a fine drug store in Nesquehoning, which he is carrying on in